

Office of Traffic Bureau Department of Railways, Tokyo.

AVIATION

A WEEK OF BRITISH FLYING NEWS

Latest Four-Engine Monoplane Passes Trials

"Canopus," first of the fleet of four-engine monoplane flying-boats, which the Short company is building for the Empire air routes, has passed successfully through its preliminary handling and flying trials. It will be taken back into the factory, where workmen will fit a double, sound-absorbent skin to the cabin walls and install the luxurious furniture and comprehensive travelling equipment that will make these new craft the most comfortable, as well as the fastest and most efficient, marine airliners yet built.

Meanwhile, the second boat of the series is almost ready for launching; to save time in preparing the "Canopus" for service in the Mediterranean, where it is urgently required, the second craft will be sent to the Marine Aircraft Experimental Establishment at Felixstowe for full official trials on satisfactory completion of which will depend the award of a certificate of airworthiness to this new class of flying machine. The behaviour of "Canopus" leaves no room for doubt of the airworthiness of the craft, and the result will be that the first machine will be ready to begin work immediately the certificate is granted, thereby saving all of the time which would otherwise be spent in equipping and furnishing it.

Piloted by Mr. J. Lankester Parker, chief Short test pilot, "Canopus" handled admirably in the air and on the water. It was flown with every combination of engines. Even with two engines stopped on one side of the hull the most difficult "two-engine" case—it was easy to control. Its performance fulfils all expectations. Normal cruising speed will be at least 150 miles an hour, more

than sufficient to class the new boats as the world's fastest. (A French expert has calculated, on the basis of the known performance of the Selon-Senior, which is a flying half-scale model of the Empire boats, that cruising speed may be more than 160 m.p.h.) At that rate it will transport 24 passengers by day or 16 by night, their luggage, and up to 3½ tons in mails and urgent freight over distances of as much as 800 miles non-stop, while by adjustments of payload the range can be lengthened to 1,500 miles.

TRANSATLANTIC PRELUDE

Lord Swinton, the Air Minister, has announced government plans for operation of an air service between Bermuda and New York, which will be established in the autumn. It will be the first link in one of the main transatlantic air routes of the future, and is expected to provide valuable experience of regular transoceanic flying. The agreement between the government and Imperial Airways covers a term of five years, during which a maximum annual subsidy of £18,100 will be paid to the company. The company will also receive, through the govern-

ment of Bermuda, a capital grant of not more than £34,500 to provide a flying-boat of the Empire class, together with the necessary spare engines, for the working of a regular weekly service to and from the island. "Cavaller," the third boat of the series now in construction, is provisionally scheduled for shipment to North America for this Bermuda service; because the distance between the proposed terminal points is approximately 800 miles, the "Cavaller" will be fitted with fuel tanks of larger capacity than are carried in the majority of the new craft.

EMPIRE BOATS

With the first of the Empire boats through its trials and the way clear for production of sister ships at the rate of one every two or three weeks till the entire fleet of 28 is delivered to Imperial Airways, work is being pushed ahead on the first "composite" aircraft. Present indications are that the "upper component"—a four-engine float seaplane—will take the air for trial flights towards the end of next month, followed after a brief interval by the "lower component," a four-engine boat similar to the new Empire machines but modified for performance of its unique duties. Separate flying trials will be gone through first. Both components will then fly together, the seaplane carried on the wings of the boat, from which it is to be launched in mid-air. Full handling, taxiing and flying trials will be made before the actual launch is attempted; during this phase the composite plane will function as an eight-engine biplane. Finally, launching trials will take place, culminating in a full-load take-off of the upper component with sufficient fuel on board for the non-stop crossing of the North Atlantic ocean in the teeth of a 60 miles an hour gale.

"I have a talk with my husband about money at least once a week. "Oh, mine's paid just once a month."

AERIAL DEFENCE OF HAWAII

Project To Cost U.S.\$18,000,000

Honolulu, Aug. 12. The following is the second of three articles on the U.S. defences in Hawaii.

Ground and harbour defences of the army and navy in Hawaii are being brought to maximum efficiency, but ranking officers in both services to-day characterized the air force as the major need of the islands. Hickam Field, U.S. \$18,000,000 army project, is well under way, with more than U.S. \$4,500,000 already appropriated.

A survey of contracts now being filled in connection with this giant undertaking shows the following expenditures: Railroad, \$53,883; roads \$97,500; water, \$64,891; hangars, \$1,180,150; dock, \$98,000; magazines \$75,900; landing mat, \$345,000. A the army's Luke Field, a \$170,000 landing mat and \$6,000 night lighting system are being installed.

Projects now in operation in connection with the fleet air base at Pearl Harbour include: barracks and mess hall, \$563,000; paint and oil storehouse, fire station and boat house, \$73,379.50; improvement of elevators, \$4,979; officers' CPO's quarters, \$307,000; improvement of water supply, \$53,935.

When completed and fully manned, Luke Field, Hickam and Wheeler fields, all army bases, will be able to handle between 200 and 300 planes. Under a programme suggested by Major General Hugh A. Drum, Hawaiian department commander, U.S.A., airports will be improved on the islands of Kauai, northwest of Oahu, and Hawaii, 200 miles south, providing strong scouting and reconnaissance outposts.

"At the conclusion of recent army manoeuvres on the island of Oahu, Gen. Drum reported that the present number of army planes here was less than one-third the total recommended by various investigating boards in the past.

"Hawaii must stand to any hostile forces looking toward an attack upon our mainland as an active barrier possessing far-reaching air tentacles," Gen. Drum said urging increases of present army air strength in the territory.

Money being spent on development of air strength is more than matched by expenditures on the ground and at Pearl Harbour. The navy has called for bids on a \$10,000,000 floating drydock; \$1,500,000 in Pearl Harbour-dredging is to be contracted; \$225,000 will be spent on fleet moorings; \$132,150 is being spent on the Alea water supply project; \$28,800 on an electric switching station and central power plant; and \$147,400 on quarters, facility building, roads and services, and the naval radio station, Lualualei. All this work is to be completed by mid-summer, 1937. The army, in addition to other undertakings, is completing a new water project for Schofield Barracks at a cost of \$375,000.—United Press.

Judge: "It is the sentence of this court that the prisoner be confined to prison for the remainder of his natural life."

Prisoner: "Your Honour, this is a rank injustice—"

Judge: "Silence! Two more years for contempt of court!"

MOTOR JOTTINGS

THE AUSTIN EIGHTEEN

Tradition Of Trustiness

The Austin Eighteen York saloon has the family tradition of trustiness behind it, with the will to give a good all-round performance. It is roomy, comfortable, and simple to control.

Streamlining has not been attempted, but the saloon looks neat, and view, headroom, and comfort have been put first. The driver gets the least obstruction to his view both in front and at the sides, while the mirror shows the road behind clearly. The back window is large, the six side windows are tall and wide, and glass wings forward of the two foremost windows allow plenty of ventilation without draught. There are louvers which can be opened in the sides of the bonnet, the fore part of the roof can be slid back, and there are ventilators in the side of the scuttle which have draught-excluding flaps for cold days. One or two points on this model which were criticized adversely in a former review, such as the inadequate gap which was left between the opening of the windscreen and the back seat and aquab when the former was adjusted forwards, have been altered. The big front adjustable seats have flush-fitting tables in their backs, but these would be more useful were they fitted with raised edges. The instruments are all in front of the driver, and a large cupboard occupies the whole of the rear side of the dash. The tandem wipers now work from below and are out of the driver's sight when not needed, and the motor box is placed under the bonnet. The four doors have bag pockets, and there are three blinds, a parcel net, and hydraulic jacks. There is good entrance by all four doorways. The boot door forms a luggage platform, but the sliding floor to this has been done away with, which seems a pity because in enabled the spare wheel to be lifted out

without having to move luggage first, and clearance is now cut down.

BONNET SIDE

The chassis has the simplicity which is characteristic of cars of this make, and the parts under the bonnet are arranged so that they can be easily got at. The bonnet side, however, should have a prop so that it will clear the water filler properly. The water circulation is governed thermostatically. The steering-box contains improved cam gear. Oil drainage cannot be done from above or at the side.

The engine, the single-plate dry clutch, and the four-speed gearbox, which has central control, a catch for reverse, and synchromesh for second, third, and top, are assembled together and mounted on rubber. The needle roller-bearing propeller shaft takes the power to a three-quarter float spiral-bevel driven axle. The springing is half-elliptical, with self-lubricating disks between the leaves and hydraulic shock absorbers. The four-wheel Girling-type brakes are applied by pedal, or the back ones only by a central hand lever. The drop frame is X-braced.

The engine is clearly designed for a definite purpose, that is, to give enough gear speeds and acceleration with a steady-going character such as appeals to a large number of motorists. This suits the car and its class.

This saloon was quite new, and consequently due allowance must be made in fairness for a stiff engine—and therefore having a little roughness which will smooth

out with use, and springs which had had no chance to bed down. As a matter of fact, distinct improvement was shown in both these points after the tests on the way home. The driver has an excellent view all round and his position is comfortable with the controls well spaced and handy. The clutch took up its load satisfactorily. Second is the best starting gear in the normal way as first is rather low. The change speed, except for a little stiffness with the synchromesh and especially when engaging second from rest, was efficient and allowed changes with simple movements without pause. The suspension, as already known, suffered from newness, but when run-in should be good, as the Austin standard of smoothness is as a rule above the average. The car held the road well.

The steering is good, the action being light throughout the range yet reliably firm. The well-set large wheel and the horn ring switch below add to a driver's comfort and control. The brakes by hand or foot did their work properly and in either direction. The hand lever is of sensible size and accessible, being on the outside of the speed lever. It should be noted that the saloon can be had with two occasional seats—making it a seven-seater—at an extra charge, and also with the 15.9 h.p. engine at a lower price, while certain modifications are made for export. The machine will do nearly 55 miles an hour against breeze and gradient and when run-in 60 to 65 should be the comfortable greatest speed on top, and the 25 and 40 m.p.h. second and third should be capable of being raised four or five miles each. On the upgraded stretch the rates were 15 and 53, those on the 1 in 22½ Dashwood Hill were 30 and 45, and with a standing start on third the top of the old hill was passed at 30 m.p.h. With a good start on top the engine took the saloon to within 120 yards of the crest. There was the usual load; the roads were dry; the wind was against the car.

FRONT AXLE DRIVE

An Interesting Example

NEW 15 CITROEN

(BY JOHN PRIOLEAU)

One of the most interesting cars I have driven for a long time is the new 15 h.p. front-wheel driven Citroen. The first example of this type, known as the super model Twelve, was tried and reported upon in this journal about eighteen months ago, and it may be remembered that particular interest was being taken in the car at that time because of its unusual suspension.

The new car is a larger edition of it, the cubic content of the 4-cylinder engine being not far off two litres, and the performance decidedly superior to that of the smaller model, but in other respects the car is an outstanding improvement. One of the chief difficulties in the path of the designer of front-wheel driven cars has, until now, been the provision of sensitive steering.

IMPROVED STEERING

The new car, steers almost, as lightly as any normally driven car—in any case quite lightly enough—and has a reasonable amount of caster action. That drawback to front axle drive can, in this case as in the case of the little B.S.A. described a few weeks ago, be considered as abolished.

I found that the claims for exceptionally smooth riding are well justified. I have as a matter of fact driven a car which seemed to me to be better sprung, but as it cost about six times as much as the Citroen, the comparison is scarcely fair. The Citroen holds the road magnificently, and while there was a period as far as I could judge at about 20 m.p.h. when any inequalities in the road could just be felt, at all other speeds this interesting springing system smoothed them out almost completely.

Whether it is owing to the front wheel drive or not I cannot say, but an outstanding feature of the car's performance is the smooth

and flexible pull, emphasised by a quite surprising degree of lively acceleration. The speed of the car is generally deceptive and, although something must be allowed against this for the low build of the body which brings you close to the ground, there was no doubt in my mind that this was a decidedly lively car.

QUIET RUNNING

The engine is suspended flexibly at two points and from the moment it takes up the load, runs vibrationlessly and quietly. The lower gears are as nearly as possible silent, and as the driving noises which are all collected just in front of the driver, have been very cleverly reduced almost to vanishing point, the car is quite as quiet at all speeds as any in its class.

Box Hill was taken as fast as was safe on top and second and the climb did not differ from that of any other car of this power and size. The first hairpin bend proved that the lock was a very good one. The climb to Pebblecombe Hill was not so successful, chiefly because we made the mistake of using second speed. On first and second from the standing start, the time was 42 seconds but I am fairly sure that on dry roads and with first speed only the time would have been materially shortened. Gear changing by a lever projecting through the dashboard calls for a little care at first but is easy enough. Both brakes are good, but I wonder why the designers have returned to the piano form of pedal for clutch, brakes and accelerator. It must be 30 years since the last of these was made. Owing to the long flat floor space provided by the front wheel drive, the body work is extremely comfortable and will, if necessary, carry three people on each seat. It is plainly but well finished and is a thoroughly practical car for long distance touring as well as for utility work. The price is £229, the tax being £11 5s. 0d.

Tourist (looking over ancient mansion)—I suppose you've got a family ghost in the castle?

Butler—Oh, yes, s'r.

Tourist—And I suppose he walks about at night rattling a lot of silly chains?

Butler—No, he walks about in the daytime answering a lot of silly questions.

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London, Aug. 1.
Fathers may not always be right after all. Fourteen-year-old children will be interested to know that they have just as much intelligence as their parents.

At least this is what Dr. Thomas Wright, headmaster of Coatbridge secondary school, Lanarkshire, told senior teachers at Bedford College, London, to-day.

The teachers were attending the City of London vacation course in education, and Dr. Wright was discussing the backward child.

"The growth of intelligence," he said, "ceases at the age of 14, and the man of 40 has no more intelligence than the girl or boy of 14."

"If a problem could be chosen that was outside the scope of any special knowledge or experience possessed by the older person the grasp and power of the 14-year-old child in the solution of that problem should be as great."

"It is suggested that intelligence begins to decline at 35. This may explain why such matters as politics are sometimes handled in such an absurd fashion."

Dr. Wright emphasised the danger of teaching backward children at the same rate as the normal child.

An attempt cover the same ground with retarded children as with normal children was not only a hopeless task, but could only result in giving about one-tenth of the children a sense of failure, which was an obstacle to their progress not only in school but perhaps in their entire lives.

"With retarded children more emphasis should be put on the concrete, manual and utilitarian aspects and less on the academic subjects of the curriculum."

"The spelling of words they are not likely to use and the working of sums dealing with measures and processes they are not likely to require should be sacrificed without scruple."

FRENCH MINISTERS UNEASY

London, Aug. 5.
French M.P.s have at the moment two reasons for uneasiness. One is the Spanish crisis, which has produced more evident repercussions in Paris than in any other capital. The other is the holidays.

When the new French Chamber assembled, I mentioned that enthusiasts of the Popular Front talk of the session lasting right through the summer, writes a correspondent.

August has now cooled their zeal, and the desirability of an early recess is the one subject on which the Deputies are unanimous.

This is now expected to take place next week. August has become so common a month for international complications that French Ministers are not allowing the present situation to interfere with their plans.

M. Blum will go to his usual Breton resort. His colleagues will scatter to their various departments.

The President is anticipating them by leaving earlier for Chateau Dailly, a State residence near Grenoble.

WHERE LAWYERS DIFFER

London, Aug. 5.
On his 75th birthday yesterday Judge Crawford was regretting his retirement from the County Court Bench, where lay his only interest in life.

Another eminent member of the legal profession who has also retired from the Bench thinks differently. He is Sir Charles Biron.

His pursuits are many. They range from literature to yachting—under the White Ensign. Not that Sir Charles, in whose eyes most motorists are callous and insolent, has taken to the sea to avoid the roads.

Yachting, he said recently, was one of the chief among the hobbies which made his retirement, at 73, so full of interest.

He has now chartered the ketch Joyette, for a cruise. No Angewetter yachtsman, he is setting his course westward and hopes to call at ports in the south of Ireland.

LONG-DISTANCE FLIGHTS

Tommy Rose Dwells
On Difficulties

BODY WILL NOT OBEY BRAIN

London, Aug. 4.
The earnest students attending the City of London vacation course in education, which is always held at this time of year, never waste the August Bank Holiday by taking the day off. Perhaps that is because many of them have come from long distances, and for some of them it is a serious affair. The teachers from Pittsburgh receive scholarships to bring them to the course, and are expected to return to the United States with diplomas.

The reward for attending on Bank Holiday is an address by someone who has adventured in strange places. One year a big game hunter told them sensational stories. Last year the author of "Green Hell" outdid those sensations, and to-day Mr. Tommy Rose, who might have stressed the anxious aspect of his flight to Capetown, chose to show them the lighter side. He assumed that the women teachers were most anxious to know what he thought of Amy Morrison, so he told them he had always been one of her greatest admirers, that she possessed courage in a marked degree, and that he did not feel inclined to go into mourning when she broke his record flight to Capetown.

He said that before undertaking a long-distance flight an airman has to practise sitting still for incredibly long periods and that, because of the monotony of the flight, there are times when the body will not always obey the brain. Once when he had had to swerve from his course over Southern Rhodesia to avoid a storm he turned and flew ten miles to the north-east, though he knew he should have been flying south-west.

ITALIAN WELCOME

Mr. Rose told some stories to explain why he said that above everything else the long-distance pilot must have a sense of humour. When he reached Capetown from England in three days, 17 hours, and 37 minutes, the Deputy Mayor who welcomed him took him at once to the local broadcasting station to say a few words, and lost his nerve when he faced the microphone. The pilot heard him say, "Ladies and gentlemen, I have the greatest pleasure in introducing to you Mr. Tommy Rose, who has just come from England in 3 days, 17 hours, and three minutes." Next day Mr. Rose lunched with General Hertzog, and the General, after saying that he had listened to the broadcast, added "Surely it is quicker to come by boat."

Hoping to reach Tunis at the end of one stage of his return flight Mr. Rose had to land about half-way at Benghazi. When he saw the marvellous display of Vercy lights and rockets that went off as he appeared over the aerodrome, he thought how very friendly the Italians were to give him such a welcome. But an Italian who spoke English explained that these were signal lights meaning "If you don't land immediately we will send up a machine to shoot you down." Ten hours later the airman, not yet allowed to leave, was waiting in the office of the Consul, who switched on the radio just as it announced:—"Mr. Tommy Rose passed over Benghazi at nine o'clock. He is expected to arrive at Capetown at any moment." Mr. Rose told the audience that he meant to take part in the air race to Capetown next month, but he did not expect to win because his machine was not as fast as the others.

COUNTERFEIT GANG IN SHANGHAI

Shanghai, Aug. 19.

Three men were remanded till August 25 by the First Special District Court yesterday, charged with manufacture of counterfeit banknotes. The accused were arrested by Wayside detectives headed by Det.-Sergt. Wittinsky at House No. 27, Lane No. 932 East Yuhang Road.

The police found in the house two printing presses, eight engraving plates, five stone printing blocks, five rollers, 20 drawing plates, bottles of ink, seven rolls of paper, 14 samples of impressions of banknotes, and one counterfeit banknote of \$10 denomination of the Central Bank of China.

MR. CHURCHILL AND L.N.U.

Desire For Stronger
League

London, Aug. 2.
Mr. Winston Churchill may join the executive committee of the League of Nations Union. If he did so the Union might think his arrival in the fold compensated, and perhaps more than compensated, for the withdrawal of Sir Austen Chamberlain. And, of course, nobody at all familiar with Mr. Churchill's thinking about foreign affairs would be astonished if he formally attached himself to the L.N.U. He has long been in favour of a strong League, though he is probably more anxious to have a strong League now as an insurance against Germany. German rearmament colours all his thought.

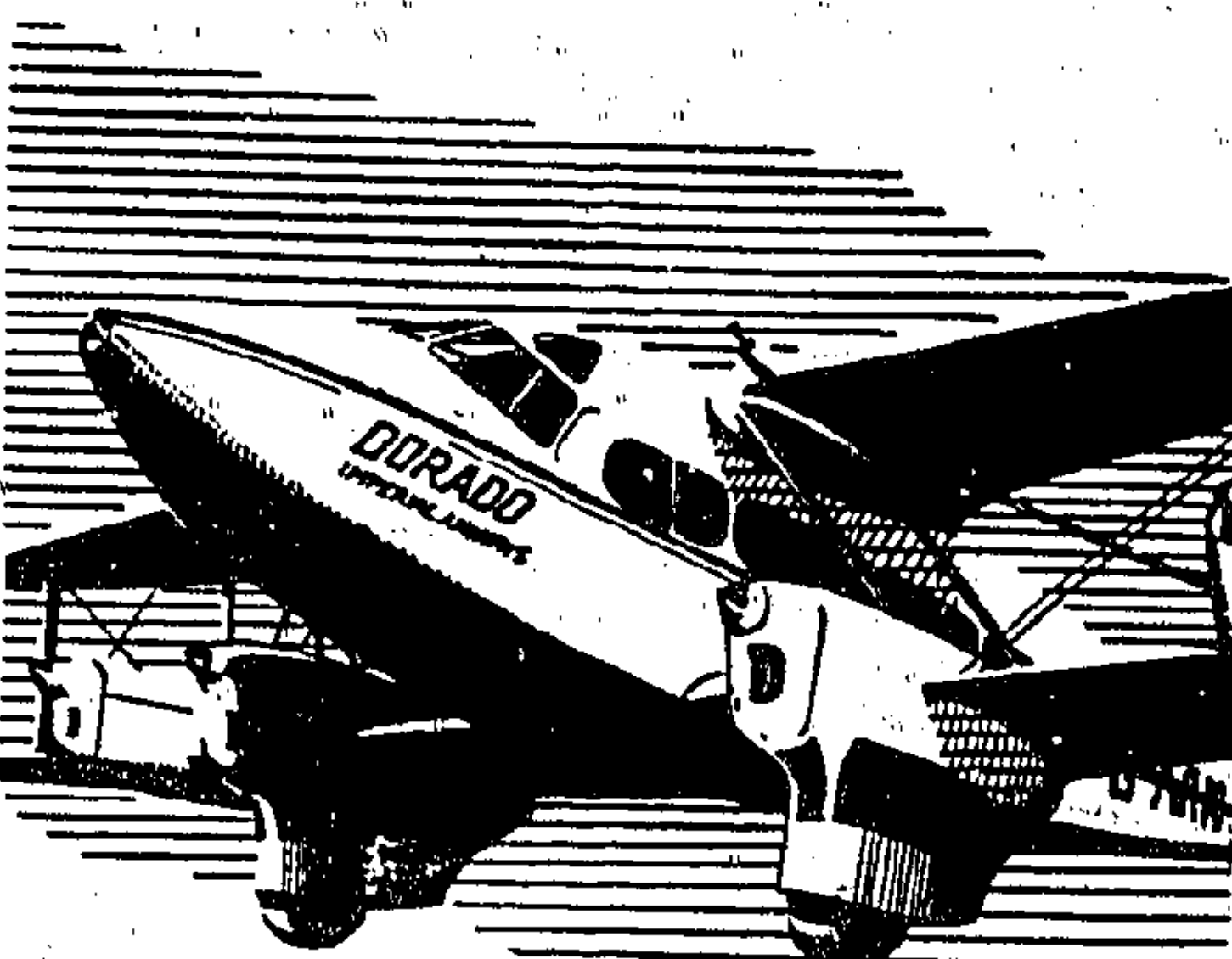
Nevertheless it does not follow that he wants a League against Germany in all circumstances. Like any upholder of pure League doctrine Mr. Churchill would welcome a pacific Germany into the League.

Mr. Churchill, it may be remembered, recently accepted the presidency of the New Commonwealth Society, an organisation which stands for a League backed by an international force. In an address to some eighty Parliamentary members of the society a fortnight ago he subscribed wholeheartedly to the main purpose of the organisation, which he defined as "the establishment of the reign of international law supported by adequate forces."

Again, as showing his preoccupation with Germany, he urged that the Parliamentary nations must not be taken at a disadvantage as against the armed dictatorships, and that therefore all reasonable measures should be immediately taken to afford effective security. Here was his old plea for bigger and speedier rearmament in this country.

"Pardon me," said the stranger, "are you a resident here?"
"Yes," was the answer. "I've been here going on fifty years. What kin I do for you?"
"I am looking for a criminal lawyer," said the stranger. "Have you any here?"
"Well," said the other, "we're pretty sure we have, but we can't prove it."

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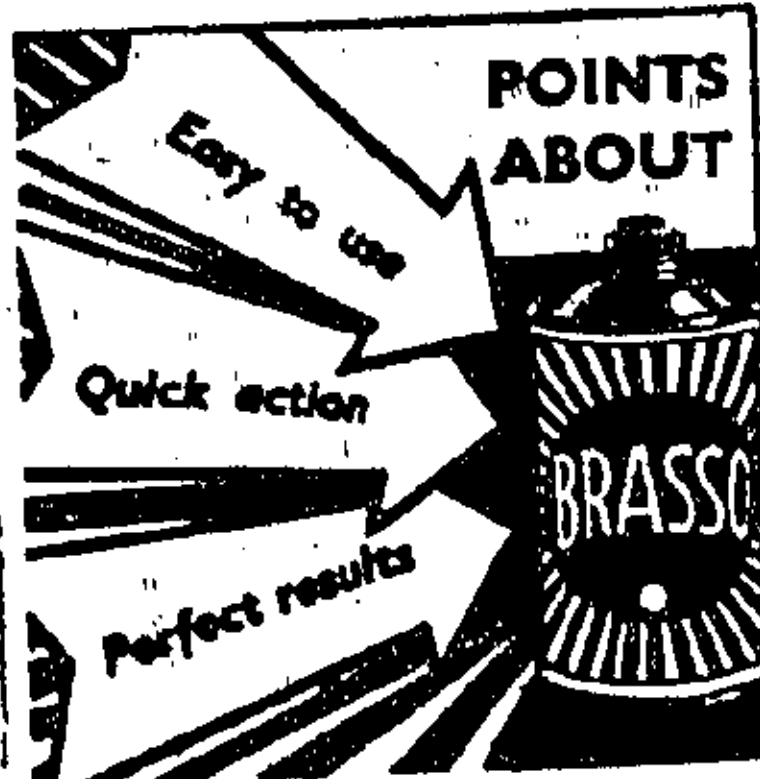
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A. TACK & CO.
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PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell BY
PUBLIC AUCTION

WEDNESDAY, AUGUST 26, 1936

COMMENCING AT 2.30 P.M.

AT THEIR SALES ROOM,
No. 35, HANKOW ROAD,
KOWLOON

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

Comprising:—

Black Wood Ware, Teak Dining Room and Bed Room Furniture, Carpets, Rugs, Ornaments, Pictures, Brass & E. P. Ware, Porcelain & Glass Ware, Sewing Machine, Electric Fans & Lamps, Linen, Rattan Furniture, Office Furniture, etc., etc.

also
One Radio Set

ON VIEW FROM TUESDAY,
THE 25TH, AUGUST 1936.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS., AUCTIONEERS.

TO-DAY'S RADIO PROGRAMMES

Broadcast by Z.B.W. On 355 Metres

TUESDAY

12.30-2.10 p.m.—European Programme.

1.30 p.m.—A Variety Programme.

1 p.m.—Local: The Signal and Weather Report.

1.03 p.m.—Light Orchestral Music.

1.25 p.m.—Reuter Press, Rugby Press, Local: Weather forecast, time and announcements.

1.40 p.m.—A Relay of the Rotary Club Timin Speech from the Hong Kong Hotel Roof Garden.

—Mr. G. W. Sewell on "The Federation of British Industries."

2.10 p.m.—Close Down.

4-7 p.m.—Chinese Programme.

7-11 p.m.—European Programme.

7 p.m.—Musical Comedy Gems of Yesterday.

Wild Violets—Maria Elsnor and Martin Kraemer.

Peggy Ann.

The Girl Friend—Light Opera Company.

7.17 p.m.—Renee Chomet (Violin).

Titto Schipa (Tenor).

1. Violin Solo—Introduction et Rondo Capriccioso (Saint-Saens).

2. Song—Sogno Soave e Casto (Fond Dream of Love) (Donizetti).

3. Violin Solo—Serenade (Pierne).

4. Songs—La Comparsita—Tango Confession—Tango.

7.30 p.m.—Closing Local Stock Quotations.

7.40 p.m.—Primo Scala's Accordion Band.

Waltzes round the World. Don't save your smiles. She came from Alsace Lorraine. Song of the Litt. Old Ship O'Mine.

8 p.m.—Local: Time Signal, Weather Report and announcements.

8.05 p.m.—From the Studio.

Selections by "The Moana" Beach Boys.

Programme.

1. Breeze.

2. Hilo March.

3. Imi au la ce.

4. I've found a little grass skirt.

5. A Hula Medley.

6. Aloha Oe.

8.25 p.m.—"Tancredi" Overture (Rossini) played by the Regimental Band of H.M. Grenadier Guards.

8.30 p.m.—From the Studio.

A Recital by Molly Walkden (Soprano) and Lindsay A. Lafford (Pianoforte).

Programme.

1. Song—Down in the forest—Landon Ronald.

Song—One morning very early—Sanderson.

2. Pianoforte Solo—Barcarolle. Pianoforte Solo—Chant sans paroles—Tschalkovsky.

3. Song—Villanelle—del Acqua. Song—The Man in the Moon—Coates.

4. Pianoforte Solo—Valse Rustique. Pianoforte Solo—Valse Mauresque—Cokeridge-Taylor.

5. Song—Ring bells ring—Day. Song—The Elfman—John Wells.

9 p.m.—News and announcements from London.

9.20 p.m.—From the Studio.

A Jazz Piano Recital by "H. L. Ozorio."

Programme.

1. Medley—Night time in dear old Shanghai. The very thought of you. Old Yazz.

2. Serenade to a wealthy Widow.

3. Compositions by H. L. Ozorio. I'll write a Song. Just because I've lost you dear. My broken heart.

4. Medley—Melody from the Sky Memories. Some of these days (by request).

5. Shiek of Araby.

9.40 p.m.—Excerpts from Noel Coward's plays. Selection—Conversation Piece. Twentieth Century Blues—"Cavalcade."

I'll see you again—"Bitter Sweet"—Peggy Wood and George Metaxa.

We were Dancing "To-night at 8.30"—Noel Coward.

10 p.m.—Big Ben from London.

"In England Now" by Reginald Arkett.

10.15 p.m.—Jack Hylton and his Orchestra.

11 p.m.—Close Down.

BERLIN PROGRAMME

1.05 p.m.—Call DJA, DJB (German, English).

German Folk Song.

1.10 p.m.—Musical Variety Hour.

2 p.m.—News in German.

2.15 p.m.—Musical Variety Hour (continued).

2.55 p.m.—Greetings to our listeners in New Zealand.

3 p.m.—News and Economic Review in English.

3.15 p.m.—Gala Concert of Light Music.

4.30 p.m.—New Voices at the Microphone.

5.15 p.m.—Songs of a Summer Night.

Gerda Bryne will sing.

5.30 p.m.—News and Economic Review in German.

5.45 p.m.—"The Feet in the Fire."

A Melodrama after the Ballad by Conrad Ferdinand Meyer.

6.15 p.m.—Sign off DJA and DJB (German, English).

6.55 p.m.—Call DJQ and DJR (German, English).

German Folk Song.

7 p.m.—Concert of Light Music.

8 p.m.—News in English.

8.15 p.m.—Greetings to our listeners in the Dutch East Indies.

7.55 p.m.—Little German Broadcasting ABC.

8.35 p.m.—Concert of Light Music (continued).

9 p.m.—News and Economic Review in German.

9.15 p.m.—"Gym Father Jahn." A Radio Play by Hans Kuno Volkmann.

10 p.m.—News and Economic Review in English on DJQ in Dutch on DJR.

10.15 p.m.—To-day in Germany. Sound Pictures.

10.30 p.m.—The Figure of the Great King.

In commemoration of the 150th Anniversary of the Death of Frederick the Great. Manuscript: Hans Rehberg.

11.15 p.m.—Famous Musicians: Rudolf Leubenthal will sing.

11.45 p.m.—Hitler Youth Programme: Poets in the Hitler Youth: Heinz Schwitke.

12 midnight—Close DJQ and DJR (German, Engl.).

RADIO MANILA

5.30 a.m.—Breakfast Hour of News and Music—English and Spanish Current Events and Vaudeville of the Air conducted by Don Alva.

7 a.m.—Sign Off.

9.30 a.m.—Nelson Financial Review and Musical Varieties.

11.15 a.m.—Sign Off.

2.30 p.m.—Nelson Financial Review and Musical Varieties.

3.45 p.m.—Sign Off.

6 p.m.—Song and Movie Magazine of the Air, sponsored by the Literary Song-Movie Magazine.

6.20 p.m.—Spanish Informational Period.

6.35 p.m.—English Informational Period.

6.35 p.m.—Stock quotations, through the courtesy of Swan, Culbertson and Fritz.

7 p.m.—Radio Crusaders, conducted by Bernie Nolasco.

8 p.m.—To be announced.

7.45 p.m.—Oriental Classic Trio and Alma Corro (Chain KZEG).

8 p.m.—Associated Glee Clubs of America.

8.15 p.m.—Commercial Monitor.

8.30 p.m.—A Voice and Two Guitars—Carmela Hernandez, with Sarmiento and Rey.

8.45 p.m.—Stock Quotations and Local Market Reports.

9 p.m.—"Sampaguita," conducted by Remigio Mat. Castro.

9.30 p.m.—Musical Varieties.

10 p.m.—Sign Off.

EMPIRE RADIO

TRANSMISSION 2
Hong Kong Times

The following frequencies will be used:—

GSH 21.47 Mc/s (13.97 m.)

GSG 17.79 Mc/s (16.86 m.)

7 p.m.—Big Ben. The New Victoria Cinema Orchestra, directed by Sydney Phassey, from the New Victoria Cinema, Bradford.

7.21 p.m.—"Waterloo Bridge."

7.36 p.m.—A Recital of English Songs. Spencer Thomas (Tenor). The Malden Blush (Roger Quilter). A Fairy Town (C. H. Parry). The Devon Maid (Eric Fogg). When you are Old (Frank Bridge). Nineteen (Brewer). The Heart's Desire (John Ireland). Love is a Sickness (Armstrong). Gibbe. Lovell of Trees (Graham Peell). A Widow Bird (Granville Bantock). The Passionate Shepherd (Warlock). Shy One (Rebecca Clarke).

8 p.m.—"In Accordance with Regulations." A farce in four scenes, by W. J. Baumgartner. Production by John Pudney.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell BY

PUBLIC AUCTION

THURSDAY, AUGUST 27, 1936

At 11 O'clock A.M.

At Godown Nos. 14, 6 & 1 of THE CHINA PROVIDENT, LOAN & MORTGAGE CO., LTD.

(For Account of the Concerned)

1,115 Cases Dried Lichee

8 Packages Lead Powder

23 " Sandalwood

1 " Cassia

85 " Medicine

12 " Rattan Cores

58 " Leather

4 " Medicine Pills

2 " Rattan Splits

51 " Black Pepper

37 " Rattan

48 " Sugar

More or Less Damaged or a.s.

"SUNNING"

TERMS:—As Customary.

LAMBERT BROS., AUCTIONEERS.

LAMBERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell BY

PUBLIC AUCTION

TUESDAY, AUG. 25, 1936

COMMENCING AT 11.00 A.M.

At THEIR SALES ROOM, DUDDELL STREET

A QUANTITY OF MISCELLANEOUS GOODS

Comprising:—

Leather Bandoliers, Water Bottle

Carriers, Fencing Arm Guards,

Begles, Khaki Coats, Trousers,

Shorts, Breaches, Helmets, Felt

Hats, Boots, Gordon Kilts, Hosetops,

etc., etc.

also

2 "A. J. S." Motor Cycles

and

2 Bales Old Newspapers

6 Cases Tea (more or less damaged)

TERMS:—CASH ON DELIVERY.

LAMBERT BROS., AUCTIONEERS.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

Of the following Valuable Leasehold

Property situate at Kowloon, in the

Colony of Hong Kong, being All That

piece or parcel of ground registered

in the Land Office as Kowloon Inland

Lot No. 3152, together with the

messuage erections and buildings

thereon known as No. 35, Jordan Road

Kowloon aresaid.

Area 2,334 Square feet.

Annual Crown rent \$26.00.

To be Sold

IN ONE LOT

by

PUBLIC AUCTION

on

THURSDAY,

The 27th Day of AUGUST, 1936.

At 3 O'CLOCK P.M.

by

Messrs. LAMBERT BROTHERS,

At THEIR AUCTION ROOMS,

No. 4, DUDDELL STREET,

VICTORIA, H. K.

For further Particulars and Condi-

tions of Sale, Apply to:—

Messrs. JOHNSON, STOKES & MASTERS,

Hongkong & Shanghai Bank Building,

Solicitors for the Vendors,

or to

Messrs. LAMBERT BROTHERS,

The Auctioneers.

Hong Kong, 14th August, 1936.

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By T'ANG LEANG-LI

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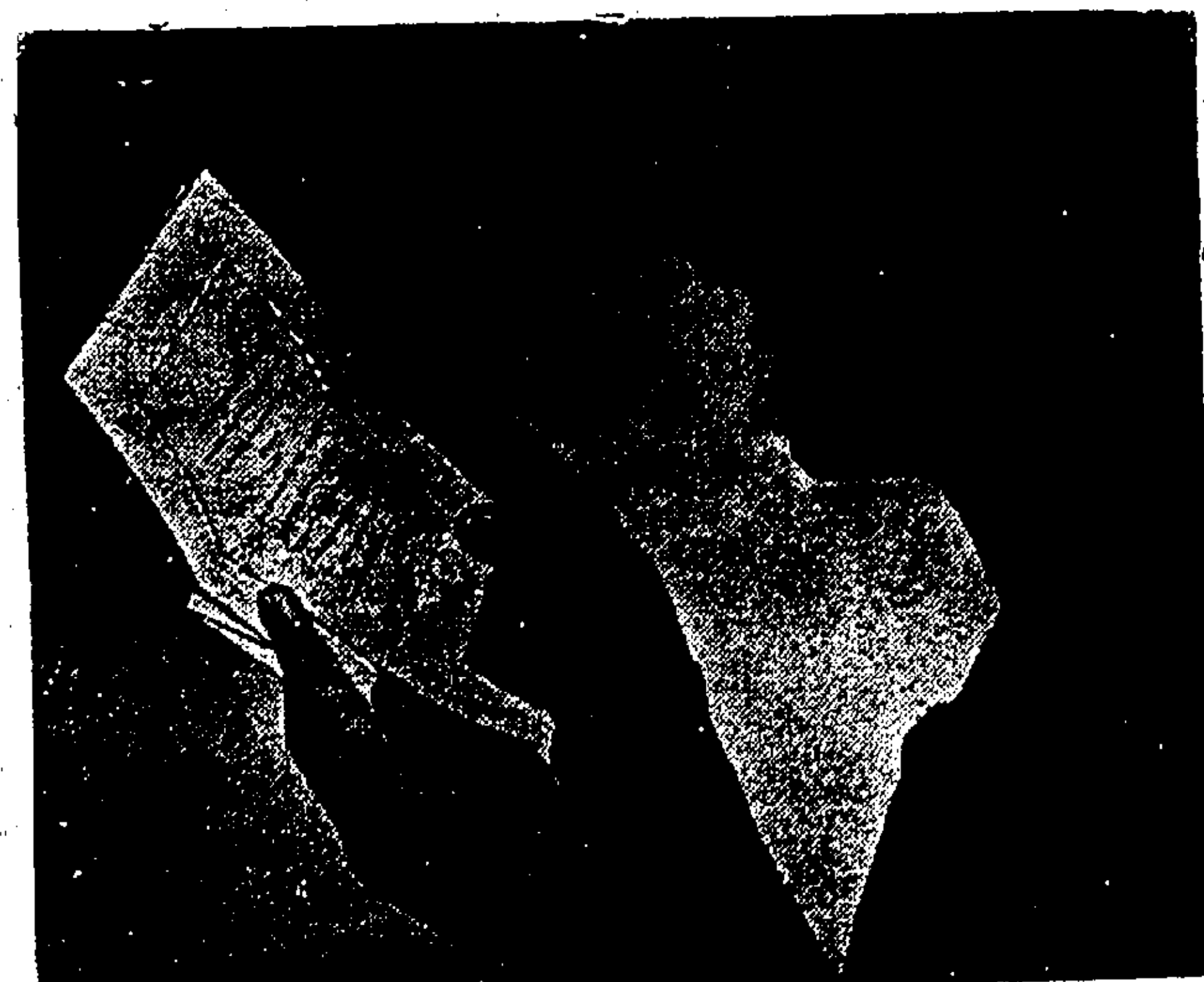
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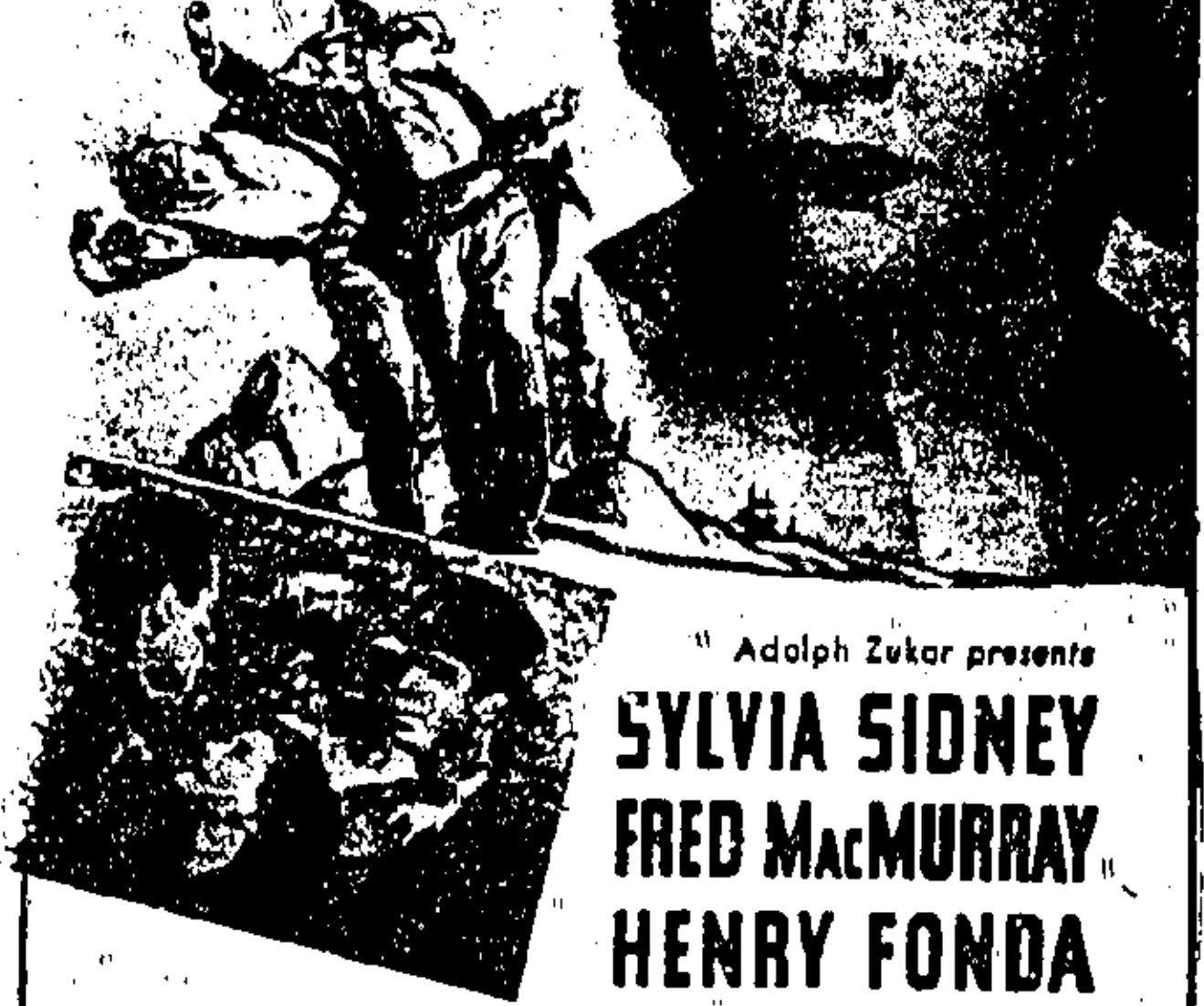
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TO-DAY ONLY
SIMULTANEOUSLY AT THE
QUEEN'S & ALHAMBRA
At 2.30 5.15, 7.20 & 9.30 P.M.

IN BREATH-TAKING NATURAL COLOUR!

A blazing love story of the feud-torn
Kentucky Hills...filmed in natural color!

Against a background
flaming with the hatred
of neighbor fighting
neighbor unfolds the
glorious romance of a
wild-hearted daughter
of the hills and the man
who opened her heart
to love!



Adolph Zukor presents
**SYLVIA SIDNEY
FRED MACMURRAY
HENRY FONDA**

**'THE TRAIL OF THE
LONESOME PINE'**

with Fred Stone, Nigel Bruce, Beulah Bondi,
Robert Barrat, Spunky McFarland, Fuzzy
Knight - Actually filmed outdoors in Techni-
color - Directed by Henry Hathaway - A Walter
Wanger Production - A Paramount Picture

TO-MORROW AT THE
QUEEN'S
MARY ELIS & WALTER PIDGORN
in "FATAL LADY"
A Paramount Picture

TO-MORROW AT THE
ALHAMBRA
LIONEL ATWILL & IRENE HERVEY
in "ABSOLUTE QUIET"
An M.G.M. Picture

STAR

TO-DAY, ONE DAY ONLY!
Return of A British
"Old Favourite"



HE GAVE HIS
WIVES A PAIN
IN THE NECK

And did his neck with an
axe. Henry, The Eighth
ruler of the world! And this pic-
ture...the wonder of all time!

**CHARLES
LAUGHTON**

**The Private Life of
HENRY VIII**

Directed by Alexander Korda
RELEASED BY THE M.P.B. ARTISTS

TO-MORROW, ONE DAY ONLY!
BY SPECIAL REQUEST!
**"BROADWAY
MELODY of 1936"**

The two tramps were stretched
out on the green grass. Above
them was the warm sun, beside
them was a babbling brook. It
was a quiet, restful, peaceful scene.

"Boy," mused the first tramp
contentedly, "right now I wouldn't
change places with a guy who
owns a million bucks!"

"How about five million?" asked
his companion.

"Not even for five million,"
drowned the first tramp.

"Well," persisted his pal, "how
about ten million bucks?"

The first tramp sat up, "That's
different," he admitted. "Now
you're talking real dough!"

"FANG AND CLAW"

"Bring 'Em Back Alive" Frank
Buck, whose name has become a
household word, has recently re-
turned from an expedition to the
Malay Peninsula and northern
India, bringing with him a new
bagful of cinematic thrills. From
the more than twenty miles of film
exposed he has produced his third
feature picture, "Fang and Claw,"
said to be not only a worthy suc-
cessor to his two preceding ones,
but also radically different in
many respects. It is now being
shown at the King's Theatre to-
day.

"Fang and Claw" evokes thrills
by a rapid succession of half-
breath escapes and breath-taking
struggles between man and animal,
both in pursuit and capture.

One of the highlights is a hair-
raising pursuit of a native by a
ravenously hungry man-eating
tiger, an enormous beast that
lurked in the wild fastnesses of
the Sakal country. Stalking its
unsuspecting prey through the
dense jungle, the great famished
cat follows the native to his place
and the excitement mounts in a
furious crescendo. As the tiger
bounds through the open door, the
man dives out through the win-
dow, and the beast follows him.
The native races madly for a
nearby tree, the tiger close behind
him. A might spring misses its
mark by a matter of inches, and
the frightened native climbs the
tree in panic with almost super-
human agility. That the tiger
follows him up the trunk and
forces him out to the very tip of
one of the limbs goes without say-
ing. The climax comes when
Frank Buck interferes and provides
what is said to be a distinct sur-
prise.

Another tiger episode depicts
the capture of the largest of the
species ever seen in the Malay
country. A giant crocodile is
caught in a highly novel manner,
its jaws being tied by Buck, while
it is still in its native element.

Lady (rhapsodizing over the
view): "Exquisite! This is exactly
like heaven!"

Driver of the Char-a-banc
Party: "Lumme, Alfi! She's been
about a bit!"

TO-DAY AT THE
CINEMA

Hong Kong

KING'S:—
"Fang and Claw"
QUEEN'S:—
"The Trail of The Lonesome
Pine"
ORIENTAL:—
"Little America"

Kowloon

ALHAMBRA:—
"The Trail of The Lonesome
Pine"
MAJESTIC:—
"Professional Soldier"
STAR:—
"Love Parade"

Coming

KING'S:—
"Ecstasy"
QUEEN'S:—
"Fatal Lady"
ORIENTAL:—
"The Thin Man"
ALHAMBRA:—
"Absolute Quiet"
"A Message To Garcia"
STAR:—
"The Private Life of Henry
VIII"
"Broadway Melody of 1936"

THE PRIVATE LIFE
OF HENRY VIII

Under the fine touch of Alexan-
der Korda, notable English direc-
tor, England's great and highly
amorous monarch of the sixteenth
century, who is recorded in his-
tory as the Bluebeard of kings, ap-
pears on the screen in "The
Private Life of Henry VIII" in the
person of Charles Laughton.

This picture, a United Artists
release showing at the Star
Theatre, to-day, gives Laughton
his greatest opportunity, without
doubt, and he takes advantage of
his opportunity by giving a richly
human portrait of the man in the
monarch.

The story concentrates on the
romances of the king who mar-
ried six women and caused two of
the six to pay for their infidelity
with their deaths under the axe of
the executioner. The first wife
was divorced the second, the
famous Anne Boleyn, was behead-
ed; the third died giving Henry
his first son and third child; the
fourth, the German Duchess of
Cleves, was his wife for only a day
and part of a night; the fifth
went the cruel, quick way of Anne
Boleyn, and the sixth, an elderly
nurse, hen-pecked the aging king
into taking care of his health and,
as the picture closes, is charac-
terized by him: "and the best is
the worst."

Laughton has made Henry of
history a definitely human figure,
running the gamut of hilarious,
boisterous eating and laughing,
hunting and drinking, loving and
storming, and driven to the
depths of genuine grief as the
wife he thought was really true
and whom he really loved, was re-
vealed as an adulteress, her lover
his own personal aide.

One of the riotously funny
situations is when Henry, having
made an appointment with
Katheryn Howard in her room
late at night, tries to steal there
unnoticed through guarded halls
and, having at last gained her
doors, prisms before knocking.
When he says it is Henry knock-
ing she asks, "Henry who?"—to
the king in his own palace!

Particularly splendid per-
formances are given by Binnie Bar-
nes as Katheryn Howard, Elsa
Lanchester as Ann of Cleves, Ro-
bert Donat as Thomas Culpeper,
Katheryn's lover, and by Lady
Tree, Franklyn Dyll and Miles
Mander.

The new neighbours were invited
to tea. Little Tommy protested at
having his face washed, whereupon
his mother said: "Come, let mother
wash your face so that you'll be
nice and clean for the ladies to
kiss."

He yielded to this and was wash-
ed.

A few minutes later, while watch-
ing his father wash, he said: "Dad-
dy, now I know why you are wash-
ing your face!"

"Doctor," said the patient, "the
other doctors seem to differ from
you."

"I know," said the medical man,
cheerfully, "but I'm confident the
post-mortem will show I was
right."

OFFICIAL
FAREWELL TO
BRIGADIER

Guard Of Honour
From Five
Nationalities

MILITARY CEREMONY
ON THE BUND

Shanghai, Aug. 20.
To the accompaniment of "Auld
Lang Syne," Brigadier F. S.
Thackeray walked down to No. 14
S.M.C. Pontoon shortly after 6
o'clock yesterday morning, and
boarded a British naval launch
from H.M.S. Palmouth, which
carried him out of sight of the
guard of honour provided by
troops of five different national-
ities. So ended his term of service
as commander of the British
forces in Shanghai.

The guard of honour, drawn up
on The Bund foreshore opposite
the Cathay Hotel, consisted of a
detachment from the Lancashire
Fusiliers, under Capt. E. W. Oxon-
ford, with Second-Lieutenant P.
Cleasby-Thompson as the stand-
ard-bearer. The regimental brass
band was drawn up on the right
of the detachment. Next to the
Lancashire Fusiliers was a detach-
ment from the Japanese Naval
Landing Party, consisting of ma-
rines and five buglers.

Stationed next to the Japanese
blue-jackets was a detachment
from the French Colonial forces,
under Lieut. J. Boudet. A detach-
ment from the Fourth Marines
was the next in line, under Capt.
E. E. Shaughnessy, and on the
right flank of the parade was a
detachment from the Russian Re-
giment, S.V.C.

On the arrival of Brigadier
Thackeray, who was accompanied
by Capt. T. G. Rennie, Brigade
Major, and Lieut. D. W. Rayner, of
the Lancashire Fusiliers, the regi-
mental band played the general
salute, and the troops presented
arms. Brigadier Thackeray walk-
ed straight down the lines, and a
bugle call greeted him as he
reached the Japanese ranks. A
fanfare from buglers of the
French Colonial Forces was sound-
ed as he approached the detach-
ment, and Brigadier Thackeray
then walked down the ranks of the
Russian volunteer detachment.

After carrying out his inspec-
tion, Brigadier Thackeray shook
hands with representatives of all
the forces represented at the
parade, with representatives of
the Shanghai Municipal Council,
and with a number of his personal
friends. Among those who were
in the group which saw Briga-
dier Thackeray off were Rear-Ad-
miral E. Kondo, Capt. C. E. Ho-
ward-Vyse, Major W. H. Clarke,
the Rev. L. E. Vann, chaplain to
the forces, Lieut.-Col. L. Perretier,
Lieut. Boudet, Colonel Charles F.
B. Price, Lt.-Col. W. D. Smith,
Major Speele, Capt. R. A. Boone,
Major A. S. G. Douglas, Major E.
V. Burke-Murphy, Lieut.-Col. R.
F. H. Massey-Westropp, Lieut. J.
N. H. Christie, Capt. E. W. Oxon-
ford, Mr. R. C. Aiers, Deputy Com-
missioner of Police, Mr. A. H.
George, and many others.

Brigadier Thackeray is to leave
Shanghai on the 23rd of this
month on board the s.s. Empress
of Japan (N.C.D.N.)

WEATHERMEN AND BIRDS KEEP VIGIL
ON ISLET 300 MILES FROM QUEENSLAND

Brisbane, Queensl.—Willis Island,
a treeless islet about 300 miles off
the Northeast coast of Queens-
land, is the abode each year
of two officers of Amalgamated
Wireless of Australia whose duty
it is to observe the weather, and
particularly to report the ap-
proach of cyclonic disturbances
toward the mainland.

A wireless transmitting station
and accommodation for two men
are the only structures on the
island, which is composed of sand
and coral. It is also the home of
as many sea birds as can crowd
on the limited space.

Soil was transported from the
mainland to endeavour to provide
fresh vegetables for the two
operators. Tomatoes, radishes,
cucumbers, and lettuce grow
rapidly on account of the abun-
dant phosphates, but wind
and salt spray play havoc with
plants.

A Hooper, one of the officers
who returned recently after a
year's sojourn on the island, said
that the most prominent of the

DIARY OF LOCAL
EVENTS

TUESDAY, AUGUST 25

Anniversaries and Holidays.—St.
Louis, King of France.

Cinemas

King's:—"Fang And Claw."
Queen's:—"The Trail Of The Lone-
some Pine."
Oriental:—"Little America."
World:—"Chinese Picture."
Alhambra:—"The Trail Of Lone-
some Pine."
Majestic:—"Professional Soldier."
Star:—"The Private Life Of Henry
VIII."

Meetings.—Kowloon Tong Anglican
Church, Garden Fete Committee, 6
p.m.
Miscellaneous.—Rotary Tiffin, Hong-
kong Hotel.

Rehearsals.—Hongkong Singers,
"King Of The" (Eleg), in Union Church,
Kennedy Road, 5.30 p.m.
Social.—Tombola at R.F.W.O. and
S.N.C.O.s. Men, 9 p.m.; Cheero Club
Whist Drive, 8.30 p.m.
Moon.—First Quarter, 1.40 p.m. VII
Moon, 9th. Day.

Sunrise.—6.03 a.m. Sunset.—6.47
p.m.

Tides.—High at 1.20 and 14.25; Low
at 9.30 and 18.00.

WEDNESDAY, AUGUST 26

Anniversaries and Holidays.—St.
Zephyrinus.

Auctions.—Crown Lands, at District
Office, North, Taipei, 11.30 a.m.

Cinemas

King's:—"Ecstasy."
Queen's:—"Fatal Lady."
Oriental:—"Little America."
World:—"Chinese Picture."
Alhambra:—"Absolute Quiet."
Majestic:—"Stranded."
Star:—"Broadway Melody Of 1936."
Commercial.—Hongkong Tramways
Interim Dividend payable.

Dances.—Cheero Club Dance, 8 p.m.
Meetings.—Annual of Macao Jockey
Club, and The Macao and South China
Enterprises, Ltd., at 10 Ice House
Street, noon and 12.15 p.m. respec-
tively. Annual of the Royal Hongkong
Yacht Club, North Point, 5.45 p.m.;
Annual of Royal Army Medical Corps
Assoc., in Urban District Council Board
Room, Post Office Bldg., 5.30 p.m. S.
and S. Home General Committee, 5.30
p.m.; Kowloon Union Church Women's
Guild, 10 a.m.
Social.—Whist Drive at Sailors' Home
and Seamen's Institute, 9 p.m.

Sports

Yachting.—Annual Meeting, Royal
Hongkong Yacht Club (North Point),
5.45 p.m.
Moon.—VII Moon, 10th. Day.
Sunrise.—6.04 a.m. Sunset.—6.46
p.m.
Tides.—High at 2.10; Low at 11.20.

THURSDAY, AUGUST 27

Anniversaries and Holidays.—Chinese
National Holiday. Birthday of Con-
fucius. (Sheng-tan-chieh.) Customs
Holiday.

Cinemas

King's:—"Ecstasy."
Queen's:—"Fatal Lady."
Oriental:—"The Thin Man."
World:—"Chinese Picture."
Alhambra:—"Absolute Quiet."
Meetings.—Monthly of Hongkong
Philatelic Society, in S. C. M. Post
Board Room, 5.30 p.m.; Tee H. Supper
Meeting at Seamen's Institute, 7.30
p.m.

Miscellaneous.—Claims against the
Estate of Albert Washington Showman
due.

Moon.—VII Moon, 11th. Day.

Sports

Tennis.—"C" Division, Chinese R.C.
v. Civil Service C.C.; Kowloon Indian
T. C. v. Club de Recreio.
Sunrise.—6.03 a.m. Sunset.—6.48
p.m.
Tides.—High at 0.40 and 12.56; Low
at 8.00 and 18.31.

FRANK BUCK'S
AIR-CONDITIONED THEATRE
TO-DAY ONLY AT 2.30 5.10 7.15 & 9.30 P.M.

FANG AND CLAW
Once more he's back alive...
Back from the nameless reach-
es of forbidden lands... to
astonish and thrill you with
scenes of fighting fury...
filmed at the risk of
life and limb!

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ORIENTAL
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RISK THEIR LIVES TO GIVE YOU THRILLS!
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Antarctic expedition. Daredevil makers of history in exciting
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1 DAY ONLY **"THE THIN MAN"**
The comedy drama that made motion picture history. See it again!

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**VICTOR
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PROFESSIONAL
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**KAY
FRANCIS**
IN
"STRANDED"
WITH
GEORGE BRENT

**LAUDER'S LATEST
FILM FINISHED**
Last Scenes "Shot" In
"Brilliant Sunshine"

London, Aug. 1.
"The End of the Road," the new
screen picture being produced by
Fox Films, Ltd., in which Sir Harry
Lauder and Miss Ethel Glendin-
ning (a Glasgow girl) have been
taking principal parts at Loch
Awe during the past week, was
completed yesterday, and the
artists, directors, and technicians
numbering about 30, left Dalmally
last night for London.

"Wet weather interfered with the
work during the first few days,"
said a director. "On Wednesday,
however, we had bright sunshine
all day and were able to push
ahead with the film under perfect
conditions. We are absolutely
satisfied with the progress made
at Lochaweside."

Most of the scenes were "shot"
on the old road from Dalmally to
Inveraray which winds its way
over the high Monument Hill, on
the summit of which is erected the
monument to Duncan Ban
MacIntyre, the notable Gaelic bard.
From this hill one of the finest
views in Scotland can be obtained.
Hundreds of people from the dis-
trict around as well as motor-
ing parties who travelled long
distances watched the "shooting"
of the sets from the heather-clad
hillsides.

Gaily coloured caravans, being
driven over the rough hill road
were included in the scenes. The
surrounding scenery took in Loch
Awe, Ben Cruachan, and Glen
Lochy, Glen Strath, and Glenochy,
with the Mull and Morven Moun-
tains far in the background.



They never worry about their figures at cocktail time

These unbelievably smart and slender women congregating at the cocktail hour. Because they call for a **GIMLET**. Gin for kick. Lime Juice for a slim figure, clear eyes and a cool head next morning.

The enlightened, of course, insist on **Rosa's**. That's the Lime Juice with the true tang of West Indian Limes.

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Use ZAM-BUK Herbal OINTMENT



So much that is beautiful and romantic awaits you in Austria. Vienna—the world's music centre; Salzburg—the festival city; the Styrian woodlands; the beautiful Danube valley; the lakes of Salzburg, Garmisch and Carinthia; the Tyrol and Vorarlberg—lands of picturesque peasants and snow-capped mountains; and the lovely landscapes of Lower and Upper Austria. Both for Summer Holidays (Golf, Tennis, Swimming, Climbing, etc.) and for Winter Sports, Austria has become more popular than ever. Come to Austria at any time of the year—you may be sure of a kindly welcome.

Come to Beautiful Romantic Austria

Considerable fare reductions now available. Arrangements can be obtained from 6 to 10 days. Travel with Austrian Travelers' Company—free of commission. Write for special summer or winter programme of inclusive arrangements to the leading tourist agencies, or AUSTRIAN STATE TRAVEL BUREAU, 199, Regent Street, London, W.1, England.

MORE EVIDENCE CALLED

MANSLAUGHTER CASE NEARING END

KOWLOON LIGHTING CAUSES LAUGHTER

That the deceased had no weapon in his hand at the time of the attack was part of the evidence given by Tse Chan, widow of Ip Kul, a 49-year-old gardener who met his death when he was attacked by two brothers, Yung Shing, 33, blacksmith and Yung Ming, 24, gardener who are facing the charge of manslaughter at the Criminal Sessions at the resumed hearing heard by the Chief Justice, Sir Atholl MacGregor yesterday.

Mr. E. H. Williams, the Assistant Attorney General, appeared for the prosecution, and the defendants were not represented by counsel.

The following jury was empanelled: Messrs. N. Mathieson (foreman), Jackson, Chu, Lee Wal-cheong, H. Rucker, J. B. Emmert, Ng Pak-king, and I. S. Castro.

The first witness, Ng Choi, deposed that he was a blacksmith in the employ of the first accused, Yung Shing. They lived in the same hut in the village of Hau Pui Long, at Hungnam, Kowloon. He remembered very well the date when Ip Kul came to his master to ask for the return of some money lent for the purchase of opium.

Ng Choi recognised the knife produced in evidence as that of Yung Ming's, and one that he had seen the defendant use very often.

The next witness was the widow of the deceased, Tse Chan. She said that they had lived in Hau Pui Long village in the number 4 hut for the past nine years. The family of the accused and they were originally from the same part of the country, Wai Chow district.

She deposed further that Yung Shing had a knife in his hand during the quarrel on the fateful day, and that she was present throughout the catastrophe.

HAD NO WEAPON

She saw her husband being cut in the right arm, but the deceased had had no weapon on his person, nor had her son, Ip Shui, who was with them then.

She shouted the usual Chinese phrase, "Save life!" and Yung Wing, the eldest brother of the accused, came to her aid. Her dying husband was carried to their own hut, where he expired after fifteen minutes.

The eldest son of the deceased, Ip Shui, next deposed that he was a bean sprout seller. Upon his return from his day's labours, he overheard a chance remark about the quarrel earlier in the day, and asked his mother about it. Yung Ming, on hearing this conversation, shouted some abusive terms to his mother, and another quarrel started.

His family and that of the defendants were not on good terms. After Ip Tse Kwan, the younger son of the deceased, had given corroboratory evidence, he was followed by Yung Wing, an elder brother of the defendants.

On the evening of July 13, he went alone to the scene of the quarrel prompted by a woman's scream of "Save life!"

He tried to remonstrate with his younger brothers, asking them why they made such a serious affair out of a small debt of twenty cents.

He had no weapon with him, but his brother struck at him with a knife, which he dodged unsuccessfully. He was struck on the back of his left hand.

NOT WORTH MUCH

His brothers had said that he would give \$1,000 to get rid of them, but that was untrue as he was not worth that sum of money. As a matter of fact, he was badly in debt.

Yung Man-sing, the next witness, said that he was a cousin of the defendants, related by the same ancestry.

He took no part in the fighting, but merely stood guard over the hut to prevent the defendants from escaping after Ip Kul had been fatally wounded.

Li Ho, a female earth-carrier, and who occupied a cubicle in Hut Number 3, deposed that upon her return from her day's labours, she was too frightened to see much.

MOTOR ACCIDENT SEQUEL

Head-on Collision Between Truck And Car

WOMAN SEVERELY INJURED

Repercussions of a head-on collision involving a truck and a public motor car at Tsin Wan Hill, near the 7 mile stone on the Castle Peak Road last month, when a woman received severe injuries to her head and neck, were heard at the Kowloon Police Court yesterday. Two men, drivers of the truck and public vehicle respectively, were summoned before Mr. Q. A. A. Macfadyen on the instigation of Traffic Sergeant McHardy, for driving without due care and caution.

Acting Sub-Inspector Brittain, of the Traffic Department said that private car No. 583 driven by Lam Huen was proceeding from Un Long, in the Territories to town. As it neared the 7 mile stone, a collision occurred with truck No. 3282 driven by Leung Hee.

A woman passenger and a little girl, seated by the driver of the public car, were severely cut about the face and neck by splintered glass when the two vehicles came into a head-on impact.

Shortly after the accident, a Kowloon motor bus passed the scene of the accident. Indian Constable B. 80 alighted from the bus, and stopped another car with which he conveyed the injured to Kowloon Hospital. The woman was bleeding profusely.

For some weeks later she hovered between life and death but was now making satisfactory progress.

A. S. I. Brittain and Traffic Sgts. Scripps and McHardy were early on the scene of the accident where minute measurements of skid marks were taken.

Both summons were remanded till Friday morning, at 12 noon, following lengthy evidence by several witnesses.

FLOWERS STOLEN FROM CEMETERY

Thief Apprehended

Stealing flowers from the Catholic Cemetery was the charge against Cheung Yuen, aged 17, when he appeared before Mr. W. Schofield at the Central Court yesterday. Mrs. A. W. Grimmit was the complainant. Mrs. Grimmit upon hearing of the theft identified the flowers as those taken from the grave of her deceased daughter.

Defendant said that the flowers were given him by another man who engaged defendant at 15 cents a day to sell flowers.

Inspector Logan said that the defendant was seen by a constable to be standing on the wall near the entrance to the Cemetery and was in the act of handing the flowers down to another man who escaped arrest.

The case was remanded to Thursday morning.

She noticed a chopping movement by Yung M'ng, who was squatting at the time.

This witness was lachrymously indignant at the injustice of fate by compelling her presence at the Supreme Court at a time when she depended on her day's earnings for her sustenance. She informed His Lordship that she would probably starve for having been away from her job of work for the past few days.

When Serg. McPherson gave his evidence regarding the lighting at the vicinity of Hut Number 3, His Lordship inquired if the lights were of the inefficient type which was complained about by the Kowloon Residents' Association. Much amusement was caused by Serg. McPherson's reply in the affirmative.

After the interpreter, Fu Yuk Shing, had deposed to cautioning the defendants, and getting statements from them in Chinese, the hearing was adjourned until 10 a.m. to-day.

FATAL FALL RECALLED

Pokfulam Affair Probed

POINTED QUESTIONS AT INQUEST

Pointed questions, leaving little or no doubt in the minds as to their intended meaning, were asked by Mr. Peter H. Sin at the inquiry into the circumstances surrounding the death of Mr. Teng Beng Oei, which occurred on the night of July 7 on Pokfulam Road. The inquiry was held before Mr. W. Schofield at the Central Court yesterday.

Mr. Sin held a watching brief on behalf of the parents of the deceased.

The jury empanelled were: Messrs. Wall, Mohamed, Mehal (foreman), Walter, Mauelshagen and J. H. Maycock.

Just before the opening of the inquiry, Detective Sergeant Riddell stated that Mr. Robinson, one of the principal witnesses, had left the Colony for a short while. The Police had been assured by someone in Messrs. Jardine Matheson and Company, that Mr. Robinson would not be leaving the Colony before the inquest.

Mr. Schofield said that he should have been told of the matter, and said that someone in Jardine's should vouch for Mr. Robinson.

MEDICAL EVIDENCE

Dr. Begbie was the first witness and stated that on examination of the deceased he found a wound in the scalp which penetrated the bone. There were bruises on the left side of the forehead and abrasions on the right cheek, nose and back.

Internal examination showed a fracture of the skull and spine. The stomach contents smelt strongly of alcohol, the percentage of alcohol in the blood was .443 and that in the urine being .342. That meant that the deceased must have been very intoxicated. He must have consumed about one and a half pints.

In answer to questions asked by Mr. Sin, Dr. Begbie stated that the abrasions on the face and chest might have been caused by blows, such as are given in a fight, but in the present case they were most probably caused by rolling down the side of the embankment.

Oei Tjong-tiong, the next witness who was a member of the fatal party, stated that early that day they had had a tiffin at the Hotel Cecil, where they had consumed a fair amount of brandy. By the evening they had apparently recovered from this tiffin and went to dinner at Aberdeen with a party of twelve people. At this dinner three bottles of brandy were consumed between Mr. Robinson, Mr. Stanley Chan and the deceased. It was at this dinner that the deceased began to show signs of the wine. Later these four left the house in a car.

SHOWED SIGNS OF FIGHT

The deceased became wild and struck Robinson and a witness. They tried pacifying the deceased and the car was stopped. In getting out of the car, the deceased fell and hit his nose which bled. He tried to stop a passing taxi but was prevented.

He broke loose and ran up the road and when last seen was standing by the roadside. He disappeared. Robinson, Chan and witness went to the spot where the deceased had apparently fallen and after a while found him. Help was summoned and the deceased was taken away in an ambulance.

In answer to Mr. Sin, witness said that he had not heard Mr. Chan challenge the deceased to a fight, nor when they descended the stairs. They did not appear to have been fighting. Robinson did not strike the deceased but the deceased had struck Robinson.

In the midst of these questions, Mr. Schofield asked Mr. Sin if the questions arose out of his instructions. He was assured by Mr. Sin that that was so.

After some further cross-examination, the case was adjourned until to-day at 2.30.

THEFT RECALLED

A diamond set watch, stolen from the residence of Mr. F. S. Muggall, No. 286, The Peak, was the subject of a charge preferred against Ma Ping Sang when he appeared before Mr. W. Schofield at the Central Court yesterday.

Inspector McEwen stated that the robbery took place on August 17.

The case was remanded for 48 hours.

FOKI ASSAULTED AND ROBBED

Sale Of Rice Ruse

MONEY AS CHANGE

A disturbance on the stairway of a house in Tong Mei Street, Mong Kok district, led to the arrest of a man purporting to be a purchaser of rice on Saturday. According to Mok Chiu, shop fook of No. 6 Argyle Street, he received an order to deliver a sack of rice, valued at \$1.50, being requested to take the rice and \$3.50 as change for a five dollar note.

When halfway up the stairway in Tong Mei Street, he was set upon by his would-be purchaser and an accomplice who quickly appeared on the scene.

The fook put up a plucky fight and the men made desperate attempts to snatch the \$3.50 from him. So well did he defend himself that the men eventually got cold feet and attempted to get away. One was arrested.

Yesterday morning before Mr. E. Himsforth at the Kowloon Court, Ng Kan, 25, unemployed pleaded guilty to a charge of assault with intent to rob, "with another not in custody."

Sub-Inspector Rogers asked for 48 hours remand in police custody which was granted.

It is understood that efforts are being made to trace Ng's accomplice.

MUSICALLY INCLINED

Songsters Fined

FOR COMMITTING A NUISANCE

Three men described in the police charge sheets as "songsters" made an appearance at the Kowloon Police Court yesterday charged with "committing a nuisance in a public place."

They admitted that they were playing musical instruments.

Sub-Inspector Rogers said that the men were "making a lot of noise" at 2.30 a.m. in Tung Choi Street on Saturday.

Proceedings which were in the nature of a test case were heard before Mr. Himsforth. The men, Yeung Kan, 20, Chung Tin, 44, and Chu Kam, each on \$2 bail were fined in like sum.

DANGER OF TROUBLE

Between Russia And Japan

London, Aug. 1.

Dame Racine Crowdy, addressing the Liberal Summer School on "Manchukuo" at Oxford yesterday, said she was in Manchukuo last year and she thought that at any moment trouble might break out between Russia and Japan. Neither of them wished to fight, but each was terribly afraid that the other would gain an advantage if they waited.

Lord Cecil of Chelwood could not attend, but sent a message saying: "The real issue is not whether we shall abolish all force in international affairs. Force will be there in any case. The question is whether that force is to be nationally or internationally controlled."

TRESPASSING CHARGE

Trespassing on Crown Land, namely the inside of a manhole, while an accomplice, Leung Yu, aged 38, watched from the outside, was the charge preferred against Lee Wal, aged 25, when he appeared before Mr. S. F. Balfour at the Central Court yesterday. Leung Yu was charged with aiding and abetting.

Mr. J. Wells of the P.W.D. was the complainant.

Detective-Sergeant C. Byron stated that the second defendant was seen by a P.W.D. foreman standing by the side of the manhole in Hill Street. The first defendant was inside sitting the silt and mud washed down by the water.

First defendant was fined \$5 or one week, the second defendant, admitting a previous conviction, was sentenced to two weeks.

IMPORTANT POLICE CHANGES

Sergt. Fitches For G.P.O.

DETECTIVES GOODWIN AND RIDDELL TRANSFERRED

It is learned that Sergeant D. C. W. Fitches, one of the most efficient officers in the Hong Kong Police Force C.I.D., has been appointed an Assistant Superintendent of Malls in the General Post Office to fill a vacancy caused by the retirement of Mr. Thomas Lay, who was in charge of the Kowloon Post Office, and who was recently invalided out of the Government service.

Sergt. Fitches has been connected with the local Police for many years and the majority of his service has been with the Criminal Investigation Department. He carried out a large measure of the investigations in the famous Cheng Kwok Yau murder case in 1932.

He is the popular secretary of the Police Recreation Club and is a keen tennis and lawn bowls player.

Consequent on Sergt. Fitches leaving the Police, Detective-Sergt. C. H. Goodwin, of the Sham Shui Po C.I.D., will, it is understood, be posted in charge of the C.I.D. in the New Territories while Detective Sergeant J. S. Riddell, from West Point district, will be transferred to Sham Shui Po.

Sergt. Riddell's place will be taken by Sergt. F. Minty who recently returned from Home leave.

CANADA'S EXPORTS UP

BIG GAINS WITH CHINA AND JAPAN

Ottawa, Canada. Canada's domestic exports in June were valued at \$78,181,000 compared with \$58,505,000 for the previous June, an advance of more than 35 per cent.

Exports to foreign countries were \$38,600,000 compared with \$35,420,000, an increase of almost 9 per cent.

The outstanding features were sharp increases in exports to the United Kingdom, Australia, Belgium, China, Cuba, France, Japan, Greece, Netherlands, Norway and Venezuela.

Canadian exports to China during June totalled \$598,000, more than double the figures for June, 1935.

To Japan this country sent goods worth \$2,362,000, an increase of nearly 60 per cent, over the same month last year.

ALL NAVAL POWERS ARE BUILDING SHIPS

Official Navy Department figures made public show that the world's six naval powers are engaged in building up their fighting fleets by the following new construction, actual or appropriated for:

United States: 95 ships of 237,915 tons.

Great Britain: 66 ships of 225,096 tons.

France: 39 ships of 194,098 tons.

Germany: 39 ships of 130,250 tons.

Italy: 38 ships of 112,344 tons.

Japan: 34 ships of 93,907 tons.

WORLD RECORD FOR CANADIAN COW

Toronto, Canada.

A Jersey cow named Brampton Basilia, owned by B. H. Bull and Son of Brampton (Ontario) is said to have captured the world's record among cows of all breeds for the production of butter fat.

In the past three years the Jersey has produced 22,364 quarts of milk containing 3,802 pounds of butter fat. The first year of the three brought the world's record for butter fat production to Canada from Australia.

Brampton Basilia has produced in three years 80 times her weight in milk. It is claimed that this eclipses all records of the past.

THE MIGHTY GUN

Will America Again Force The Pace?

(BY SIR HERBERT RUSSELL.)

When the London Naval Conference had boiled down to negotiations between three parties, with a Japanese observer looking on and the Italian representatives refusing the assembly everything but their resolute company, the only question of any real moment was the conflict of views between the British and the United States delegations as to the future limitations of capital ship dimensions and armament. This was a technical controversy of first-rate importance completely overshadowing the various other matters upon which agreement was reached without much difficulty.

The very vexed and acrimonious subject of "ratios" being effectually disposed of by the action of Japan, categorical distinctions did not really amount to very much. So long as the signatory Powers remained free to build as many cruisers and lesser craft as they chose, they found it comparatively easy to agree to limitations regarding these, which it is scarcely likely they would want to exceed in any case. But the capital ship presented quite another problem.

AMERICA'S "IMPETUOUS NECESSITY."

The British proposition was to restrict capital-ship construction during the term of any agreement to 25,000 tons displacement and a 12in. armament. The Admiralty held that such a ship would be quite adequate to fulfilling all the functions of the primary naval unit. The United States proposition was to adhere to the limitations agreed to at Washington in 1922—35,000 tons displacement and 16in. guns. They were very resolute as to the first-named detail. Since America has practically no overseas bases, they submitted the imperative necessity that her big, armoured ships should possess the widest possible radius of action—perfectly legitimate argument, although I think it unduly stresses the connection between mere size and sea-keeping endurance, especially when the bulk of weight goes in armour and armament.

Further, the United States submitted that in the view of their technical experts 35,000 tons was a bare sufficiency of displacement upon which to produce all that a capital ship should be and might be, implying that, as a matter of choice, they would have preferred to go much over this upper limit. Here, of course, we have the old argument of "no finality" reproduced in another form, an argument which would logically carry us to the building of naval Queen Marys.

A SURPRISE

It is a matter of common knowledge that the United States delegation carried their point as to tonnage, but compromised on the matter of armament, and that the London Naval Treaty sets the limits for the period during which it remains effective at 35,000 tons standard displacement and 14in. guns. The Admiralty did not pretend any particular satisfaction with the result, but it was really a question of this or no treaty at all, since a bilateral agreement between Britain and France would have been to reduce the London Naval Conference to little more than a farce.

And let it be borne in mind that the signatory Powers only bind themselves not to go beyond these limitations; they are under no obligation to build up to them. Anyhow, most of us who take an interest in these matters thought that this very contentious subject had been settled for some time to come. It now appears as though most of us were wrong. According to Adml. Standley, who is Chief of Staff to the United States Navy and headed the American delegation to London, the Navy Department has found a "dispensation" from the 14in. gun restriction which will justify the adoption of a 16in. gun, as originally desired.

TOUCH OF COMEDY

This "dispensation" is not lacking in a touch of comedy. It emerges from the fact that Japan has formally notified that she will not adhere to the terms of the London Naval Treaty. As she had withdrawn from the conference at the very outset of the proceedings and took absolutely no part whatever in framing the agreement ultimately arrived at by Britain, the United States, and France, one rather wonders why on earth anybody should have expected her adherence.

Maybe Adml. Standley was speaking with his tongue in his

cheek. The Americans want 16in. guns. They have definitely said so on the alleged grounds that, whereas their 14in. gun is no better than anybody else's 14in. gun, their 16in. gun, for some undisclosed reason, is very superior to that of any other nation. I take this to be the palimpsest over which this "dispensation" is written.

SUPER CAPITAL SHIPS

Japan has battleships mounting 16in. guns, and, of course, she may build others. But I do not think she has any desire to do so, first of all on the score of cost, and secondly because her strategical outlook does not really envisage the necessity for super capital ships. But if the United States resumes the construction of 16in. gun battleships, it is more than likely that Japan will respond, and so what this "dispensation" will actually amount to is a stimulus to rivalry.

Once again the sheer farce of these academic, laborious, naval agreements is shown when, without any real breach of faith, they can be nullified almost before the ink upon them has dried. It is quite clear now that the United States delegation really wanted 16in. guns all the time. Why should any great Power be placed in a position in which it has to pretend? If the make-believe is sustained, it inevitably causes rancour. If it is not sustained, then the conditions under which it was imposed are reduced to a farce.

OUR FUTURE BATTLESHIP PLANS

The question now is what are we going to do about those future battleship plans which we have so magnanimously undertaken to circumscribe to the other naval Powers as soon as ever the blue prints can be completed. If the old adage about building a ship to beat any enemy still endures, I suppose the answer can only be that we must have a 16in. armament, too. But is the size of the gun, beyond certain limits, the decisive factor in beating the enemy? A capital ship must have a gun which can deliver a smashing blow up to the extreme range of visibility from the elevation of her fire-control platform.

If we put this elevation at 100ft. above the water, it would give an horizon of 13.25 miles, and we might add another two or three miles for the hull profile of the target ship visible above the water rim. Is it conceivable that any engagement will ever be attempted at a running range of 15 miles? Does any naval gunnery officer seriously believe that salvo firing at an invisible target with the aid of aircraft spotting can result in anything more than shooting ammunition into the sea? Of course, I am speaking of a moving target; bombardment of shore fortifications below the horizon might be very effective with aerial spotting.

AT CORONEL

At Coronel the two German armoured cruisers were sunk because they were out-ranged. The British battle-cruisers were very little, if at all, superior in their capacity for withstanding punishment. But they had a substantially higher speed and a longer range. Adml. Sturdee soon found that at anything over 15,000yds. the 8.2 in. German guns were ineffective, whereas his own 12in. guns reached their mark for as far as the gunners could continue to see their adversaries.

It was a one-sided duel, for all the British battle-cruisers had to do was to keep their distance so as to hit without being hit back. Suppose, however, von Spee's 8.2in. guns had been able to range up to the full limit of visibility, who shall say what the issue might have been? The odds would be upon the preponderance of weight, but odds are not a certainty.

(Continued on Page 11)

ALLEGED USE OF FALSE TICKET

Tramways Company Prosecute

A MATTER OF COLOURS

Serious charges of forging monthly tickets in an effort to swindle the Hong Kong Tramway Company were preferred against Yip Chung-kay at the Central Court yesterday. Another charge, namely that of attempting to evade the payment of the legal fare on a tramcar was also added. The case was heard before Mr. S. F. Balfour.

The charges were: (1) on or about July 27, having failed to pay the legal fare of six cents while travelling on a tramcar; (2) on or about December 1, last year, did forge a document, namely a monthly ticket of the Hong Kong Tramways Co., with the intent to defraud; (3) on July 1, with having committed the same offence; (4) on July 20 having committed similar offences, and (5) on July 20 having possession of the said forged document.

Mr. W. A. Mackinlay appeared for the Hong Kong Tramways while Mr. M. A. da Silva was for the defence.

COLOUR OF TICKETS

Opening, Mr. Mackinlay said that the main point of the charges was the colour of the tickets. The wording was the same on all monthly tickets. The defendant had last possessed a monthly ticket in March, last year. On July 27 this year he was travelling in tram No. 23, and when the Inspector asked for his ticket he replied that he had a monthly ticket. When asked to show the ticket he produced his wallet wherein the alleged ticket was to be seen inside a cellophane cover. The Inspector was satisfied and followed the defendant, when he left the tram. The ticket was produced for the Inspector's examination and being found false, they went to the Police station.

The ticket was found to be that of March, 1935, and pasted on the front was a red piece of cellophane which then gave the ticket the colour of that for December. Stuck to the back of the old ticket was a piece of paper which was white in colour, thereby giving the appearance of the ticket for July.

The case for the prosecution was based on those colours. In reply to the charge at the Station, the defendant said that the red cellophane had been pasted there by his son. He had taken the wallet out to pay for the fare when the Inspector saw the old ticket in its cover.

Mr. A. Gillard, of the Tramways entered the box and produced various tickets for past months showing their colours.

The evidence of the Inspector, the conductor and the driver of the tram was then taken, all of which corroborated the case for the prosecution.

SON RESPONSIBLE

Mr. Silva then addressed His Worship and said that the defendant was earning the sum of £160 a month and it was now the case for the prosecution that this man would go to the lengths of forging tickets in order to save the small sum of a few dollars.

Counsel explained that the red cellophane had been pasted there one day by the defendant's eldest son, who after doing that procured a piece of paper and transcribed the exact words that were written on the back of the old ticket, which would explain why the alleged forgery was inscribed with the words "ending March 31". Had the defendant purposefully forged the ticket it would not be likely that he would overlook that item which, when seen, would at once invite suspicion. Again had the defendant deliberately forged the ticket he would have also inserted some number or other, instead of which the alleged forgery was blank.

The reason for the defendant's stop buying the monthly tickets was that he had done so by orders of his doctor, who had advised walking. This had happened just before the tickets were reduced in price. Earning £160 a month, having been a ticket holder for some years, would the defendant have gone to such lengths to save the few dollars that he would have saved on the reduced price of the monthly ticket, was the question put by Mr. Silva.

The defendant went into the box and gave evidence in ac-

MORE MONEY NEEDED

For Colony's Expenses

\$26,698 ASKED FOR

Votes totalling \$26,698 will come up for appropriation at a meeting of the Finance Committee of the Legislative Council to be held this afternoon.

The votes are all for the 1936 estimates and of this amount \$8,000 are required for the Public Works Department being special expenditure in connection with short wave telephone transmitter. Public Works Department: Special Expenditure. Short wave telephone transmitter, \$8,000. Provision made in Estimates, \$72,000.

The cost of short wave telephone transmitter was estimated at \$72,000, but owing to the heavy fall in exchange in the interval, the revised cost is now estimated at \$80,000.

A supplementary vote for \$8,000 is accordingly requested.

Medical Department:—Expenses of Courses of Study, and attendance at Medical Congresses, \$2,500.

Provision made in Estimates, \$3,000.

When the estimates for 1936 were prepared, it was assumed that the expenses of certain courses of study approved in 1935 would be met from the 1935 vote.

These courses, however, extended over a longer period than was anticipated, and most of the accounts were presented for payment in 1936.

There are insufficient funds in the 1936 vote to cover these payments in addition to current commitments, and it is anticipated that a further sum of \$2,500 will be required to meet expenditure on this sub-head for the remainder of this year. A supplementary vote for this amount is accordingly requested.

The above is to be met from savings under Medical Department.

Harbour Department:—Examination Fees, \$400.

Provision made in Estimates, \$1,200.

During the period January to July, a greater number of candidates presented themselves for examination than was anticipated, and up to end of July a sum of \$940 was spent out of a total vote of \$1,200. It is estimated that a further sum of \$400 will be required to cover expenditure to the end of the year, and a supplementary vote for this amount is requested.

Sanitary Department:—Animal Depots and Slaughter-houses. Incidental Expenses, \$700.

Provision made in Estimates, \$1,300.

Owing to the large increase in the number of lead seals, required for sealing cases of lard produced in Hong Kong for export, expenditure on this sub-head, up to the 30th July, has amounted to \$935.57 out of a total vote of \$1,300. It is anticipated that the vote will have to be increased by a sum of \$700 to cover expenses for the remainder of the year, and a supplementary vote for this amount is accordingly requested. Expenditure on this service is recovered in fees paid for Official Certificates.

The above is to be met from savings under Sanitary Department.

Prisons Department:—Conveyance allowance, \$300.

Provision made in Estimates, \$800.

A sum of \$300 is due to the Superintendent of Prisons for conveyance allowance for the period 1st July, 1935 to 31st December, 1935 at \$50 per month, no allowance having been drawn by this officer during these months pending a decision as to the amount to be paid under revised regulations. No provision was made in the 1936 Estimates for payment of this sum and a supplementary vote for \$300 is therefore requested.

The above is to be met from savings under Head 21, sub-head 20 "Transport".

Police Force:—Rewards, \$4,000.

Provision made in Estimates, \$5,000.

The amount provided in the Estimates has proved insufficient owing to an increase in the number of rewards paid for the arrest of returned deportees.

A supplementary vote for \$4,000 is requested.

Concordance with the Defence stated by Mr. Silva.

The case was then adjourned until to-day.

HONG KONG EVENING INSTITUTE

PITMAN'S SHORTHAND EXAMINATION RESULTS

The following candidates have passed the Pitman's Shorthand examinations held by the Evening Institute (Central British School Branch) in May, 1936. Certificates may be obtained from the Education Office, Hong Kong.

Passed	100 words a min.
Ho Yan Chu	80
Phyllis G. Baldwin	80
Rosie Rocha	80
Sharifa Bux	80
Wong Yan Lung	80
Sung Ngan Yee	80
Nancy W. Banker	50

Theory (Stage II):—Wong Yuk King, Alvena Lihovestky, Phyllis G. Baldwin, Chung Pui Sun, Alice Ko.

Theory (Stage I): Nancy Banker.

AIRWAY TRAGEDY CONFIRMED

MIRABELLA INCIDENT RECALLED

Imperial Airways (Far East) Limited have informed us confirming the announcement that the Imperial Airways flying boat "Scipio" sank at Mirabella on the 22nd August when alighting on a rough sea.

Seven passengers were on board, five being rescued with superficial injuries, one killed and one believed drowned.

The aircraft was carrying the air mail despatched from Hong Kong per R.M.A. "Dorado" on the 14th August, but it is believed that all mail and freight has been salvaged; further news of this is expected shortly.

H. K. POLICE RESERVES

(Orders by the Hon. Mr. T. H. Kinn, Inspector General of Police)

CHINESE COMPANY
Training Course (Part II).—The following undermentioned members will attend Chinese Company Headquarters on Tuesday, August 25 at 17.30 hours for Part II of Training Course:—Constables R38 Henry Wong, R96 Edward Ho, and R16 Kwok Chun Shing.

INDIAN COMPANY
Training Course (Part II).—The following undermentioned members will attend Indian Company Headquarters on Tuesday, August 25 at 17.30 hours for Part II of Training Course:—Constables R210 Abdullah Shah Mohamed, R213 S. B. Hussain, R236 M. S. Dillon and R256 Sher Ahmed Khan.

FLYING SQUAD
Instructional Patrol: The instructional patrol for members of the Flying Squad will take place on Friday, August 28, 1936. Members will parade at Central Police Station at 17.15 hours. Dress: White Uniform, and Cap with White Cover.

(Sgd.) C. CHAMPKIN, D.S.P. (R.).

Hong Kong, August 24, 1936.

SUPURIOUS COINS

Revenue Officer A. W. Grimmitt brought in another haul yesterday of a package containing 497 counterfeit ten-cent pieces.

The package was found on the s.s. Tin Yat, but no arrests were made as the owner was not traced.

The above is to be met from savings under Secret Service. Kowloon-Canton Railway:—Special Expenditure. Typhoon Damage, \$4,800.

A sum of \$4,800 is required to cover the cost of repairs to railway property damaged by the typhoon on 17th August and a supplementary vote for this amount is requested.

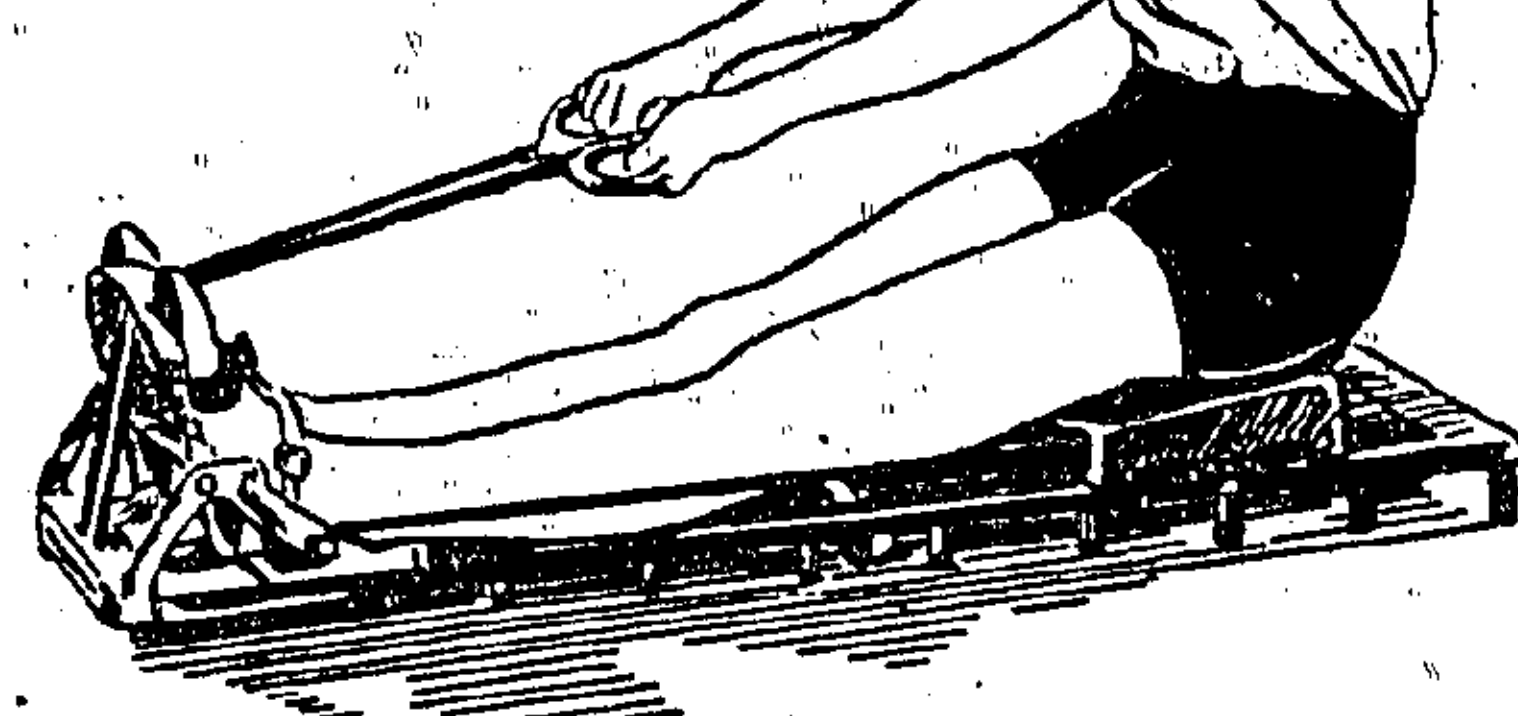
Miscellaneous Services, \$5,998. Provision made in Estimates, \$20,928.

The provision made in 1936 Estimates for these sterling grants was at the rate of \$1=1s. 8d. The amounts provided have, in consequence of the fall in exchange, proved insufficient. Supplementary votes are therefore requested for the sub-heads as enumerated.

KEEP FIT

with a DUNBAR - GIBSON "5 MINUTES A DAY"

ROWING MACHINE



- Good Health
- Good Fun
- Aid to Beauty
- Recommended by Doctors

NEW MACHINES JUST ARRIVED

SPORTS DEPT.

LANE, CRAWFORD, LTD.



here's a polished home in every tin...



Clean your floors with 'Mansion' and see how quickly its mirror-like brilliance imparts a new beauty to your home. Stained or Parquet Floors take on a new richness of colour and all the beauty of the grain is given a hard, bright finish that protects the surface and lengthens the life of Linoleum.

FOR DARK WOODS USE DARK MANSION.

OBTAINABLE FROM ALL LEADING STORES.

Sole Agents:—IMPERIAL CHEMICAL INDUSTRIES (CHINA), LTD.

Quick, Sure Relief from INDIGESTION and STOMACH TROUBLES



Get your stomach right; don't waste time and money—get 'Bisurated' Magnesia without delay. For over 20 years this remarkable stomach remedy has been bringing relief to thousands of sufferers. Even in chronic cases it works like a charm.

SEE THIS SIGN ON EVERY PACKET

Bisurated Magnesia

Prescribed by doctors for stomach sufferers

THE WORLD'S STOMACH-REMEDY

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONG KONG

PROBATE JURISDICTION

IN THE GOODS of James Hems otherwise James Frederick Hems late of 193 Stone Road Forest Gate in the County of Essex, England, Widower, deceased, Intestate.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance, 1897, made an Order limiting the time for creditors and others to send in their claims against the above estate to the 19th day of September, 1936.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 22nd day of August, 1936.

JOHNSON, STOKES & MASTER,
Solicitors for the Administrator,
The Hong Kong & Shanghai Bank Building,
Des Voeux Road Central,
Victoria, Hong Kong.

HONGKONG & SHANGHAI BANKING CORPORATION

NOTICE IS HEREBY GIVEN that the Certificate No. 5/NS. 7710 dated Hongkong 17th June 1922 for four shares of this Bank numbered 4932/4935 registered in the name of Mr. Duncan Murdoch Cameron and Certificate No. 6/NS. 7711 dated Hongkong 17th June 1922 for four shares numbered 93283/93284 and 132370/132371 in the name of Miss Elizabeth Beatrice Cameron have been Lost or Stolen, and should these certificates not be produced to the Bank before 6th September 1936, new certificates for the shares will be issued, and the aforesaid Certificates Nos. 6/NS. 7710 and 5/NS. 7711 will be thereafter treated by this Corporation as Null and Void.

By Order of the Board of Directors.

V. M. GRAYBURN,
Chief Manager.

THE HONGKONG ELECTRIC CO., LTD.

IT IS HEREBY NOTIFIED that an Interim Dividend of One Dollar per Share has been declared for the six months ended 30th June, 1936, and will be payable on and after FRIDAY, 11th SEPTEMBER, 1936. Dividend Warrants may be obtained on application at the Company's Registered Office, P. & O. Building.

THE REGISTER OF SHARES of the Company will be CLOSED from MONDAY, 31st AUGUST, to THURSDAY, 10th SEPTEMBER (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 30th July, 1936.

LOCAL MAPS

Peak District,
Kowloon,
Victoria,
New Territories.

HONGKONG DAILY PRESS.

ADVERTISEMENT

HONGKONG TRAMWAYS LIMITED

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of 20 (twenty) cents per Share has been declared payable on WEDNESDAY, 26th AUGUST next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road East, Bowington, Hong Kong.

NOTICE IS HEREBY ALSO GIVEN that the REGISTER of MEMBERS of the Company will be closed from WEDNESDAY, 12th, to TUESDAY, 25th AUGUST, 1936, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.

Hong Kong, 4th August, 1936

THE RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED

(Incorporated in Queensland).

Notice of Declaration of Interim Dividend.

NOTICE is hereby given that an Interim Dividend of Four Pence per share on account of the financial year ending 31st March, 1937, has been declared by the Directors of the Company in Brisbane, payable on 11th September, 1936, to Shareholders on the Registers at Brisbane and Singapore on 10th September, 1936.

NOTICE is also hereby given that the Singapore Transfer Registers will be closed from Friday, 4th September, to Thursday, 10th September, 1936, (both days inclusive), for the preparation of Dividend Warrants.

By Order of the Board,
DERRICK & CO.,
Chartered Accountants,
Local Secretaries.

Hong Kong Bank Chambers,
SINGAPORE, 14th August, 1936.

DIOCESAN BOYS SCHOOL

Founded 1869. Hong Kong.

Headmaster:—Rev. C.B.R. Sargent, M.A. (Cantab.).

Next term starts on Tuesday, September 1st at 8.30 a.m.

New boys' tests will be held on Monday, August 31st at 9 a.m.

Entry forms, prospectuses and all particulars may be obtained from the Acting Headmaster.

Telephone No. 57777.

P. O. Box 33.

TRANS-YANGTSE SWIM

Record Time Established By Winner

Hankow, Aug. 24.
A crowd of 200,000 spectators saw Peng Yung-hua win the annual trans-Yangtse swimming race in the record time of 26 min. 35 secs. The competitors, 176 in all, started from the Wuchang side of the river and finished in Hankow a distance of 4,400 metres.—
Reuter.

TELEVISION AT OLYMPIA

London, Aug. 24.
Broadcasts from the new British Broadcasting Corporation television station at Alexandra Park, London, will for the first time be seen and heard by visitors to the Radio Exhibition at Olympia which opens on Wednesday.—
British Wireless.

ENGAGEMENT

BEELER-BOSACK.—The engagement is announced between David C. Beeler, son of the late Mr. A. Beeler and Mrs. J. Frankenberg, of Indianapolis, U.S.A., and Eugenie, daughter of Mr. and Mrs. S. B. Bosack of Shanghai.

DEATH

RUDSIT.—On August 19, 1936, at the Shanghai General Hospital, Voldemar Rudsit, aged 57 years.

Editorial and Business Office: 15-19, Queen's Road Central. Tel. 30251.

Night Editor (Wanchai Office): Tel. 24511.

London Office: 53, Fleet Street E.C. 4.

The Daily Press.

Hong Kong, August 25, 1936.

"POPULATE OR PERISH!"

During the past few years, particularly since that period known as the "depression" commenced, much has been said and written concerning the vast problem of migration, and the dire urgency of peopling the waste spaces under the British flag has been stressed in a variety of ways. "Populate or perish!" has been the burden of most of the arguments. It is now very interesting to note that within the next few months, Lord Hartington promises, emigration from Britain to the Dominions will be resumed. As Chairman of the Empire Settlement Board, Lord Hartington is specially concerned with migration; and as Under Secretary for the Dominions he has had many opportunities of consulting with the Dominion statesmen who have been in London this year. His words may therefore be presumed to have an authority which will make them doubly welcome. Imperial migration has suffered an almost complete reversal since the War: In 1918 we sent over 200,000 emigrants into the Empire. By 1925 that figure had fallen to just over 80,000, and by 1930 to eight thousand. In 1931 the tide turned and some twenty-three thousand more British migrants came into this country from the Empire than went out. The tide has since slackened, but is still inward: last year we had a balance of 35,785 immigrants from Empire countries as against 24,266 emigrants. Meanwhile, the Dominions are underpopulated, and likely to remain so if they rely solely on the natural increase of their present citizens. Canada and Australia have as present populations respectively of ten millions and seven millions. Each could, on a conservative reckoning, support thirty millions in comfort. Yet at the present rate of increase Canada would take more than a hundred years and Australia more than two hundred years to attain that figure. It might be argued that, since there is no guarantee of increasing happiness "pari passu" with increasing numbers, the Dominions might well stay underpopulated. But the argument unfortunately neglects the obvious fact that, in the modern world, life in isolation is impossible, or at any rate impossible when the would-be-isolated community has land or minerals that other communities consider desirable. There are, as Lord Hartington reminds us, "land-hungry nations of the world—nations with strong, vigorous, virile populations, seeking outlets." We are not ourselves convinced that the hunger of some of these nations is not of the kind in which the eyes are greedier than the stomach. But there can be no doubt of their seeking outlets; and little doubt

AMBASSADOR AT WASHINGTON

Nanking Appoints Dr. C. T. Wang

NEW ENVOY TO MOSCOW

Nanking, August 24.
The appointment of the former Foreign Minister, Dr. C. T. Wang, as Ambassador to the United States in succession to Dr. Alfred Sze who has retired will be gazetted to-morrow. Dr. Wang is at present in Europe and is returning to China via Moscow before going to Washington to take up his duties.

The appointment marks the second important diplomatic change in the past week as Mr. Tsing Ting-fu, director of the political affairs department of the Executive Yuan, has been appointed Ambassador to Russia in succession to Dr. W. W. Yen who has resigned. Mr. Tsing Ting-fu will visit Canton to interview General Chiang Kai-shek before proceeding to Moscow.—
Reuter.

FIFTY CHINESE DROWNED

Yellow River Junk Tragedy

Peiping, Aug. 24.
Over fifty Chinese were drowned when a junk in which they were travelling on the Yellow River capsized in midstream near Tung-kwan, Shensi province.—
Reuter.

AUSTRALIAN AIR EXPANSION

Melbourne, Aug. 24.
Following the decision to expand the Air Force programme, it is understood that the Australian Government have decided to order more long range reconnaissance planes. It is expected that a new air base will be established at Darwin, thus enabling a link to be made with the base in Singapore.—
Reuter.

that the empty spaces and comparatively undeveloped natural resources of the British Empire offer them a strong temptation. Any policy that will help to preserve the British character of the Empire against foreign penetration, whether peaceful or otherwise, is welcome; and emigration is the policy most suited to that purpose if we can afford it. Therein, however, lies the much larger problem of which emigration is a part.

Before the War Britain's relatively high birth-rate gave her a surplus of labour over what her industries, rapidly expanding as they were, could absorb. Since the War her birth-rate has steadily declined, and her population will, if the statisticians are right, in a few years have become stationary. It is true that for the moment Britain still has nearly two million unemployed. But not all of that number is unemployed all of the time, and for the rest nobody will question the wisdom of Lord Hartington's view that "merely to transport numbers of unemployed men from one part of the world to another would cure no problems, would remedy no evils, and would do nothing but harm." We must keep ever in mind the possibility, that in, say, ten years' time, Britain's factories may be not over-manned, but under-manned. That does not mean that her migration policy must be negative: on the contrary, it is our interest as well as the interest of the Dominions that there should be a continuous flow of British immigrants thereto. It does, however, mean that in considering the problem of migration, we must consider it as part of the larger problem of Britain's population.

KOREAN PLOT AGAINST JAPANESE

Aim To Blow Up Shanghai Consulate General

NANKING ASKED TO HAND OVER THE REVOLUTIONISTS

Nanking, August 24.
A plot to blow up the Japanese Consulate General in Shanghai was mentioned by the Japanese Consul General, Mr. Suma, in representations to the Foreign Office against alleged protection extended by the Chinese Government to Korean revolutionists. Mr. Suma said that about two hundred Korean revolutionists were living in and about Nanking, some attending the Chinese military academy here. He has requested the immediate arrest of these people and their handing over to the Japanese authorities. It is added that failure to comply with this request will be regarded by the Japanese as an unfriendly act.—
Reuter.

SINO-JAPANESE "INCIDENT"

Alleged Abduction Of A Teacher

Tientsin, Aug. 24.
A fresh Sino-Japanese "incident" has occurred here. It is alleged that a Japanese school teacher named Nagai was "abducted" by Chinese militiamen, who subsequently released him unharmed. The Japanese authorities have opened an investigation into the affair.—
Reuter.

FENGTAI AFFAIR

Peiping, August 24.
An amicable settlement of the incident at Fengtai near Peiping yesterday, when a Korean resident alleged he had been manhandled and seriously injured by Chinese soldiers, has been reached. The speedy settlement was due to the fact that no Japanese troops were involved. The terms of the settlement were not disclosed.—
Reuter.

DIESEL MOTOR PLANE

Successful Non-Stop Flight

Desau, Aug. 23.
A new outstanding aviation performance was concluded, when on Sunday the German Junkers plane "JU 86 Bueckeburg," bi-motored with two Diesel Heavy Oil motors "June 205," ended the non-stop flight from Dessau to Bathurst on the west coast of Africa, a distance of 6,000 kilometres. This distance is the same as regularly flown by the Lufthansa to South America, but the Lufthansa Mail planes stop at different times, whilst, through the use of Diesel Heavy Oil motors, this plane could carry enough fuel for the whole trip, only using 170 grammes for 1 hour per h.p.—
Transocean News Service.

HUNGER REVOLT IN UKRAINE

Many Reported Dead

Odesa, Aug. 23.
A further hunger revolt has taken place in the Ukraine, according to information contained in the Russian news organs. A mob consisting of peasants and labourers stormed a military camp in order to obtain food. The District Military Commander sent troops to quell the disturbance, whereupon a pitched battle ensued between the soldiers and the peasants, the latter being armed with clubs. Twenty three persons were killed, while over 50 were wounded. It is reported that serious rebellions have also occurred at Isjum on the Dnepr and in the Konotop district, because the army has confiscated all food supplies. A message from Charkov announces that a public trial of 60 peasants will be held in the near future, these having refused to give up the entire new harvest to the military commissariat. More than 2000 peasants and labourers were arrested during the past weeks.—
Transocean News Service.

NINE RUSSIANS EXECUTED

Conspiracy Charge In Manchukuo

"SHOCK BRIGADE" MEMBERS

Changchun, Aug. 24.
Charged with conspiracy to disturb peace and order in Manchukuo by terrorist means, nine Russians including a former officer were executed at Hailar on August 20 according to an announcement by the Kwangtung Army. Twenty-eight others were sentenced to imprisonment, five of whom received life terms, three of them twenty-year terms, and five fifteen-year terms. It is alleged that they belonged to the Soviet "Shock Brigade" which, it is stated, planned an armed uprising near Hailar in the event of hostilities between Japan and the Soviet.—
Reuter.

LOCAL AND GENERAL

Lieut. E. C. Peake and Lieut. V. Magniac of H.M.S. Diamond, and Surg.-Lieut.-Comdr. C. H. Joynt of H.M.S. Daring, are among the guests at the Hong Kong Hotel.

A grand benefit Concert will be held at the Club de Recreio on Sunday, September 6 and at the Craigengower Cricket Club on Saturday, September 12 commencing on both nights at 9.15 p.m. The funds are in aid of the local Society of St. Vincent de Paul.

The speaker at to-day's Rotary Club dinner will be Mr. G. W. Sewell and his subject, "The League of Nations."

One case of Enteric Fever was reported to the Health Authorities for the 24 hours ended on Sunday.

Friends of Miss Vivian Lawrence, youngest daughter of Mr. and Mrs. J. H. Lawrence, West, Terrace, Kowloon Docks, will be sorry to learn that she has been removed to a private nursing home, following a long illness. Vivian's eldest brother is Wilfred Lawrence, the Colony swimmer and holder of records over many distances, established at the Victoria Recreation Club bath. Friends of the family will no doubt join in wishing her speedy recuperation and return to normal health.

IL DUCE RETURNS FROM ELBA

Rome, Aug. 23.
Signor Mussolini returned to Rome on Saturday from his visit to Elba. While there he addressed the population from the balcony of the City Hall, and pointed out that Elba can be justly proud of the fact that it is the forepost of the Italian Empire. It is also reported that King Guggis arrived in Rome from Naples and that he will remain several days as guest of the capital.—
Transocean News Service.

WAR FEARS IN FAR EAST

Russia And Japan Preparing

AN AMERICAN'S IMPRESSIONS

According to the Helmsfords correspondent of the "Morning Post" Cornelius Vanderbilt, Jr., journalist and traveller, in an interview, declared that an armed conflict between Japan and Russia was inevitable and only a question of time.

In well-informed Japanese circles, he said, it was not considered probable that war would come for at least another year. Tokyo wished first to effect a military alliance with Germany.

The whole of Manchukuo, according to Mr. Vanderbilt's personal observations, can best be compared to a huge armed camp. Detachments of troops, military trains, tank parks, and anti-aircraft guns stretch along either side of the railway line. The latter is well guarded, and all inhabitants have been provided with, and instructed in the use of, gas masks.

In Harbin he counted eighty-eight Japanese aeroplanes, and was told that there were from three to four hundred in Manchukuo.

CEASELESS FLOW

On the Russian side of the Mongolian frontier it was also evident that ceaseless and intensive military preparations were being carried on. Although few cavalry and artillery units could be seen, it was affirmed that there were at least a thousand aeroplanes stationed in the neighbourhood of the border.

During a five days' journey on the Siberian railway Mr. Vanderbilt observed freight trains, loaded with military equipment of every possible description, passing his carriage at regular intervals of twelve minutes. On one particular day he counted as many as 20 trucks laden with aeroplane spare parts, and at one station it was stated that from two to three thousand flying officers and men were concentrated there. Tanks were also parked at different places along the line.

Mr. Vanderbilt was struck by the prevalent lack of organisation, and evident shortage of anti-aircraft guns compared with what he had seen in Manchukuo.

He was favourably impressed by the tremendous changes for the better which had taken place in Russian towns since his last visit in 1929. The people appeared to be much healthier and better nourished, particularly the children.

HANDBAG THIEF CAUGHT

Incident In Aberdeen Street

As Mrs. Tong Yiu, of 132, Yue Choi Street, third floor, was walking along Aberdeen Street yesterday afternoon about 2.30, Chan Lam, 31, unemployed and of no fixed abode, snatched her bag from her.

The bag was a leather handbag, in which were \$45.65, in bills and cash, a metal cigarette case, valued at \$2, and metal vanity bag worth \$4.

The culprit was apprehended and \$43.35 was recovered.

UMBRELLA FOUND

Yesterday at 1 a.m. an honest rickshaw turned up at the Police Station much to everyone's surprise with the report that a fare, an European lady, had left a brown silk umbrella in his rickshaw, number 135.

PICKPOCKET

Chan Ping, 60, was robbed of a handkerchief yesterday by one, Leung Hok, a pickpocket.

The latter is under surveillance as the authorities are desirous of seeking other information about him.

COOLIE'S FALL FROM LORRY

Superstition played its usual prank on a coolie yesterday, who was riding on top of a load of empty boxes, 13 in number, on lorry 509.

The driver of the lorry, Cheung Cheung, had driven it on to the vehicular ferry at Yaumatei hour for Hong Kong, and the jolting of the ferry dislodged the unfortunate coolie.

Falling down, he received injuries to his face, but he refused to be taken to the Government Civil Hospital for medical attention.

AERIAL BOMBARDMENTS BY BOTH SIDES

Malaga Oil Depot Destroyed

FRANCO CONTINUES ADVANCE

San Sebastian Said To Be Isolated

(Hong Kong Daily Press Special)

Paris, August 24. Heavy fighting continued at the various fronts on Sunday. A squadron of Nationalist planes bombed the port of Malaga. Bombs on the great oil tanks of that port caused a tremendous conflagration. The Nationalists have estimated that at least 500,000 tons of gasoline were destroyed in the flames.

The troops of General Franco continued their advance on Madrid. They defeated two detachments of Red Militia, capturing a great deal of war materials.

On the San Sebastian front the Nationalist troops continued the encirclement, and it is now asserted that the city is completely cut off from the outside world.

In Aragon the Catalan Red Militia have again assumed the offensive, and attacked the town of Ferrel. Although the attack was supported by artillery, the defenders of the city succeeded in maintaining their positions, inflicting heavy losses on the enemy.

On other fronts the positions remained almost unchanged, the fighting on Sunday being restricted to minor activities.

BOMBERS OVER MADRID

The aerial bombardment of Madrid on Saturday is declared to be the marking of a new stage in the civil war.

From the Nationalist headquarters in Burgos it is declared that no fewer than 23 large three-motored bombers took part in the action. The pilots of the planes had the strictest instructions to spare the residential parts of the city, and to drop bombs only on military objectives. The bombs struck barracks and other military buildings and caused numerous conflagrations.

The troops of the Popular Front were apparently completely taken by surprise and the anti-aircraft detachments were also not prepared, their fire being completely ineffective.

All planes that took part in the action have safely returned to their base in Valladolid.

Transocean News Service.

MADRID PRISON FIRE

Lisbon, Aug. 24. Tremendous excitement has broken out in Madrid, because of a huge fire in the prison where thousands of Nationalists were interned. All fire brigades of the Spanish capital were engaged throughout Sunday night in fighting the flames over which they finally gained mastery. Nothing has so far transpired concerning the origin of the fire, nor is it known whether any political prisoners were killed or injured.

Transocean News Service.

REPRISAL MEASURE

Lisbon, Aug. 23. Madrid was bombarded on Saturday by a Nationalist aeroplane squadron, according to an announcement of the Seville Broadcasting Station, the attack being concentrated on those parts of the city containing military barracks. The bombing was intended as a retaliation for the attacks on unprotected towns by Government troops.

The reports go on to state that Red Militia, advancing from Malaga, attacked Antequera, but was repulsed after a heavy battle and forced to retreat, leaving 400 dead and wounded on the field.

The advance of General Verola's troops on Malaga continues according to plan.

Transocean News Service.

OFFICERS TO DIE

Barcelona, Aug. 23. Seven officers have been sentenced to death by Court Martial in San Sebastian for participation in the Military Revolt, according to a report of the paper "Vanguardia" here.

Transocean News Service.

PETROL BASE BOMBED

London, Aug. 23. Reports from Gibraltar state that the great petrol base of the Madrid Government in Malaga has been bombed and completely destroyed by the Nationalists.

Transocean News Service.

BOMBS DROPPED AT OVIEDO

Help Requested By Rebel Commander

FALL OF CORDOBA IMMINENT

London, August 24. The fate of Oviedo still hangs in the balance. An urgent wireless appeal for help has been sent to General Mola by Colonel Ananda, the insurgent commander in Oviedo, who states that if he does not receive the promised help he will be compelled to surrender. Government forces dropped sixty bombs on Oviedo after a warning to the inhabitants by a shower of pamphlets.

Nationalist headquarters on the northern front claim to have routed a Government column en route to Guadalupe, capturing a large quantity of booty.

The fall of Cordoba to the Government forces is imminent. According to semi-official Madrid circles, a column of Government troops has reached Loma village in front of the city, while it is claimed that heavy losses were inflicted on the insurgents during the hand-to-hand fighting, while a large number of insurgent soldiers captured over to the Government.

—Reuter.

CABINET CHANGE IN SPAIN

Cortes President To Enlist Volunteers

(Hong Kong Daily Press Special)

Madrid, Aug. 23. Another change in the cabinet will take place, it is announced here on Sunday. The Ministry of Marine, which the Premier, Giral, hitherto held himself, will be entrusted to Francisco Matsanchez.

An official statement issued on Sunday states that the status of the militia will also shortly be cleared by a new law, which will give the "officers" of the militia the same standing as the officers of the army or navy.

The President of the Cortes, Martinez Barrio, who has been entrusted with the task of forming volunteer troops, has established his headquarters in Albacete, from where he will conduct his campaign to enlist auxiliary troops. Special Commissariats will move over be drawn up which will make lists of the factories which can be used for the manufacture of war material.

Transocean News Service.

SPANISH NAVY INCIDENT

British Ship Held Up Off Melilla

H.M.S. REPULSE ON SCENE

London, Aug. 23. An official statement issued here to-day states the British steamer, Gibel Zorjon, was stopped by a Spanish warship ten miles off Melilla.

The battle-cruiser Repulse and two of His Majesty's destroyers are proceeding to the vicinity to investigate.

The Admiralty later announced that H.M.S. Codrington, Scilla leader out of Gibraltar, had overhauled the Spanish cruiser Miguel de Cervantes, which stopped the Gibel Zorjon. The captain of the destroyer went aboard the Spanish warship and protested against interference with British shipping outside territorial waters.

The captain of the Miguel de Cervantes apologised.

H.M.S. Repulse arrived on the scene a little later and the Gibel Zorjon was allowed to proceed.

The Spanish cruiser steamed off and the two British warships returned to Gibraltar.

Reuter learns that in view of the Spanish Government's assurances regarding the searching of British ships, official circles in London are not greatly perturbed by the Gibel Zorjon incident.

It is recognised that in the present state of confusion some misunderstanding of orders might arise, but the incident is not one which could be allowed to pass unnoticed.

Reuter.

PROMPT ACTION

London, Aug. 23. Within twenty-four hours of the Spanish Government's assurance to Britain that the right of search would not be applied to British ships on the high seas, the British vessel Gibel Zorjon was stopped ten miles from Melilla and apparently detained.

The naval authorities at Gibraltar acted very promptly, the battle-cruiser Repulse and two destroyers being ordered to investigate the incident.

Some of the crew of Repulse were actually ashore, but they were hurried aboard and shortly afterwards the battle-cruiser was seen steaming at 20 knots past Europa Point, the gun crews standing by, with all decks cleared for action, in the direction of Melilla.

Reuter.

FURTHER DETAILS

London, Aug. 24. Despite the assurances of the Spanish Government that they did not propose to search British ships on high seas, the Spanish cruiser Miguel de Cervantes stopped the British cargo steamer Gibel Zorjon, owned by the Bland Line, when ten miles off Melilla on Sunday morning. The battle cruiser Repulse and two destroyers proceeded to the vicinity to investigate.

At about 5 o'clock yesterday afternoon H.M.S. Codrington met the Miguel de Cervantes. The Captain of the Codrington boarded the Spanish cruiser and protested against interference with a British ship outside territorial waters. The Captain of Cervantes apologised. H.M.S. Repulse came into sight of Codrington and Miguel de Cervantes about half hour later.

After the interview between the Captains of Codrington and the Spanish vessel, these ships proceeded. H.M.S. Repulse and Codrington

MOSCOW PLOT TRIAL

Sixteen Accused Plead Guilty

DEATH SENTENCE PASSED

Moscow, Aug. 24.

All the defendants in the counter-revolutionary charges which implicated, among other political figures, Grigori Zinoviev, Kameneff, and A. I. Rykov, Commissar of Posts and Telegraphs, have been sentenced to death. They were accused of having plotted with Leon Trotsky, former Dictator, for the murder of Stalin and the overthrow of the present regime.

All sixteen of the accused pleaded guilty to conspiracy and declared they had repented their crime.

The court deliberated for eight hours and thereafter sentenced all the defendants to be shot.

The verdict was tumultuously applauded by the spectators. The only hope of the condemned now lies in an appeal to the Central Executive Committee. They have been given leave to appeal, which means the sentences will not be carried out for the next 72 hours.

All accused confessed and since they were found guilty on all counts, it was not thought they would appeal. However, the Kremlin may commute at least some of the sentences.

Reuter.

SILVER MARKET

(From Our Own Correspondent)

London, August 24.

London Silver prices to-day were up 1/16 as follows:

	Aug. 22	Aug. 24
Spot	19-5/16	19-3/8
Forward	19-5/16	19-3/8

Reuter.

FAST TRIP BY QUEEN MARY

Normandie's Time Beaten

FOUR AND HALF HOURS BETTER

New York, Aug. 23.

The R.M.S. Queen Mary reached Ambrose Light at 4.12 a.m., British Standard Time, her total time from Cherbourg being four days, seven hours, twelve minutes. Her average speed was thus 36.01 knots per hour, compared to the French liner, Normandie's best time of four days, eleven hours, forty-two minutes, 29.94 knots per hour. This was the Normandie's time on her maiden voyage from Cotes, which was 50 miles further than the Queen Mary travelled.

In order to gain the Blue Riband of the Atlantic, the Queen Mary must now improve on the Normandie's west-to-east crossing, which was made by the French ship last year at an average speed of 36.01 knots per hour.

The Cunard Line claims that the Queen Mary beat the Normandie's east to west record by four hours and thirty minutes, and that her average speed was 36 knots per hour better.

Reuter.

EARLIER MESSAGE

New York, Aug. 23. The Queen Mary passed Nantucket Lightship at 9.48 a.m. B.S.T., seven hours ahead of the Normandie's record.

Reuter.

CHURCH HEAD MURDERED

(Hong Kong Daily Press Special)

Paris, Aug. 23.

The Archbishop of Saragossa Cathedral, Vidal Barrager has been murdered by the Red Militia in Barcelona, according to press reports here on Sunday.

Transocean News Service.

on returning to Gibraltar and the Spanish cruiser passing out of sight.

The master of the Gibel Zorjon was informed that he might proceed as he thought fit and this morning the vessel was reported discharging cargo at Melilla.

British Wireless.

FRENCH WORKERS COULD NOT REMAIN NEUTRAL

Appeal On Behalf Of Spanish Comrades

"DEFENDING LIBERTY AND PEACE"

Contrasting Note Struck By M. Herriot

(Hong Kong Daily Press Special)

Paris, August 24.

The French Federation of Labour held a congress at Lille on Sunday, which was attended by roughly 100,000 persons. Addressing the gathering, the leader of the Federation, M. Jouhaux, once more repeated that the French workers could not remain neutral in the Spanish civil war, which was a struggle of "democracy against reaction."

M. Jouhaux added that the workers could not afford to remain impassive regarding the outcome of the Spanish civil war even if the Governments were forced to take up a cautious official attitude.

"By supporting the Spanish comrades the French workers will defend the cause of liberty and peace," he said.

While the congress at Lille heard Jouhaux's appeal not to remain neutral, M. Herriot, former Deputy in the Chamber, was enthusiastically acclaimed in La Rochelle, where he made an appeal for the most rigid neutrality.

Transocean News Service.

ANTI-SOVIET PRESS CAMPAIGN

Considerable Disquiet In France

Paris, Aug. 23.

The Anti-Soviet press campaign in Germany is causing considerable disquiet in France.

"Le Petit Parisien," a leading newspaper here, says that if these polemics are not soon stopped they will become dangerous and jeopardise the efforts for continued peace being made in Paris and London.

"Le Matin," another important daily, asserts that not for a long time has the atmosphere been so charged with electricity.

It is felt here that the Spanish civil war continues the pretext for the elaborate newspaper campaign against the Soviet, but the real object is indicated in official articles, namely, the stimulation of the workers for another year of effort. M. Paul Scheffer, one of the most distinguished commentators of the day, suggests that European powers combine to end the Spanish war by putting equal pressure on all those responsible. Thus they might suppress the disruptive force which the Spanish question may let loose upon the rest of Europe, he suggests.

Reuter.

SIR THOMAS CULLINAN

Death In South Africa

Johannesburg, Aug. 24.

The death has occurred of Sir Thomas Cullinan.

Reuter.

Discoverer and chairman of the Premier Diamond Mine, Sir Thomas Cullinan was also chairman and director of the New Eland Diamonds, Ltd., owner of the Consolidated Rand Brick, Pottery and Lime Co., as well as director of several gold mining companies.

He took a keen interest in political matters, being an advocate of responsible government for Transvaal and the Free State, and a strong supporter of the Union. He represented Pretoria North in the first Transvaal Parliament.

NAHAS PASHA IN LONDON

Mr. Anthony Eden Extends Welcome

London, Aug. 24.

The Egyptian Prime Minister, Mustapha Nahas Pasha, and other members of Egyptian treaty delegation arrived in London yesterday and were welcomed on behalf of the British Government by Mr. Anthony Eden.

British Wireless.

WAR MATERIALS FOR SPAIN

Germany To Impose Embargo

FRENCH MINISTRY NOTIFIED

(Hong Kong Daily Press Special)

Berlin, August 24.

The German Government has informed the French Foreign Ministry that in view of the fact that all interested States have now accepted the proposed non-intervention pact, the German Government has decided immediately also to proclaim a decree placing an embargo on the export of war material to Spain, although the discussions between Berlin and Madrid concerning the release of the German plane confiscated in Madrid are still in progress.

The semi-official statement which announced the embargo declared that the issued decree in no way affected the German demand for immediate release of the plane.

It is further stated that the German Government expresses the expectation that all other interested countries will now take the necessary step to make the embargo effective.

Transocean News Service.

COUNT ROMANONES TO VISIT PARIS

Emissary Of Madrid Government

(Hong Kong Daily Press Special)

Paris, Aug. 23.

A surprising message from the French frontier reports that the former Spanish Premier and leader of the Monarchists, Count Romanones, who was recently reported murdered by the Reds in San Sebastian, has crossed the French frontier.

It is stated that he was released from the prison by the Military Governor of the City, who placed his own private car at the Count and Countess's disposal.

The "Boir" declares that Romanones has not fled, but is travelling to France, as emissary of the Madrid Government, after having placed a large guarantee for his return to Spain.

He will visit Paris on an important mission, this possibly concerning a reconciliation of the two belligerent groups.

Transocean News Service.

MIDDLESEX BEATS KENT

London, August 24.

The cricket match at Lord's concluded in two days, Middlesex gaining a victory over Kent by eight wickets. The scores were: Kent 85 (Allen 6 for 39) and 189; Middlesex 232 (Cole 5 for 63) and 46 for 2.

Reuter.

NEWS ITEMS FROM LONDON

FOREIGN OFFICE BUSY

I heard some comment recently on the fact that it was Lord Halifax who returned to the Foreign Office, and not Mr. Eden. The explanation is simple.

It is that if the Foreign Secretary is to have a summer holiday at all, August is the only possible month. Until the end of July Parliament was sitting.

For practically the whole of September Mr. Eden will have to be in Geneva for the League meetings. The Locarno Conference will follow in October, and at the end of that month Parliament meets again.

Last August, when the Foreign Office was a hive of industry on account of the Abyssinian crisis, Sir Samuel Hoare, who was then Foreign Secretary, remained on holiday in Norfolk and left Mr. Eden in charge.

Incidentally, the Foreign Office and the Diplomatic and Consular Services abroad are kept busier by political upheavals in August than would be the case during any other month.

August is the peak month for tourist traffic, and British Consuls now have to make arrangements for the safety of the many tourists at present in Greece.

SAILOR-SKATER-PAINTER

Mr. Peter Scott, who won his race in the class for Olympic yachts has come very rapidly to the front among small boat sailors. He has led a team of small boats to Canada, and last year he won the main race in Cowes Dinghy Week.

There is another sport at which Mr. Scott might well represent England. He is one of the best skaters in the country.

He has inherited both his passion for the outdoor life and his skill as a painter from his parents. His father was Capt. Scott, the great explorer, and his mother is Lady Kennet, the sculptor.

From the Norfolk lighthouse where he lives alone Mr. Scott can shoot and skate in winter, sail in the summer, and paint all the year round. His last London exhibition of pictures of wildfowl finished a few weeks ago.

INDIA PREFERRED

But for the war, his life would have lain in India. In 1914 he achieved first place among all entrants in the open examination for both the Home and Indian Civil Services.

Most men in such a position would probably have chosen the Treasury. He selected instead the Indian Civil Service.

After he had finished his year of probation at home, however, he went to France instead of to India. Transferred from the infantry to the Royal Flying Corps, he was brought home in 1917 to serve in the newly-formed Air Ministry. There he has since remained.

G.O.C. ANTI-LOCUSTS

Gen. J. C. Kemp, Minister for Lands in the South African Cabinet, has arrived in London—but not in the limelight which surrounded his colleague, Mr. Oswald Pirow, during his recent visit.

He speaks English fluently, but with a strong Afrikaans accent. In South Africa the surname Kemp is Dutch, and Gen. Kemp lived up to it by being one of Britain's strongest opponents for many years.

He fought with the Boers during the 1899-1902 campaign, and went to South-West Africa in 1914 to fight against the Union as one of the rebel generals.

But for the last 12 years, as a member of Gen. Hertzog's Cabinet, he has learned to share his leader's changed feeling towards Great Britain.

His only campaign of recent years has been against locusts. Under his orders aeroplanes armed with poisonous spray cleared a serious invasion out of the country.

RUSSIAN HARVEST

On his holiday visit to Russia, Mr. Attlee can hardly fail to garner his impressions. When he brings his harvest home his trouble will begin.

Sir Walter Citrine's case shows that this deserves to be classed as a dangerous occupation.

Here are some of the various opinions given by Socialists, Labour leaders and others who have preceded Mr. Attlee on the pilgrimage to Moscow.

Lord Passfield (1932).—Russia is not a comfortable place to live in. Mr. Joseph Toulie, M.P. (1930).—Famine and misery are the chief features of the country.

Sir Walter Citrine (1935).—The standard of living is still distinctly lower than in most other countries.

Lord Lothian (1931).—The most gigantic and heroic experiment ever tried in history.

Perhaps, Mr. H. G. Wells's remark was the most caustic. He said that what was really wanted was the invention of a five-year plan to reconstruct the human brain. Our present mental apparatus, he observed, obviously lacked many things needed for a perfect social order.

OVERFED OLYMPIANS

At the moment the 53 members of the International Olympic Committee are the hardest worked people in Berlin. I hear that one of the committee, within an hour of arriving in Berlin, had an official invitation for every meal for the next 10 days.

Some members are already beginning to show signs of strain. Daily attendance at the stadium for an official lunch is de rigueur. The Olympic Committee members leave the stadium with only a very little time to spare before the evening official dinner.

The night before last this was followed by two receptions and a ball. Even a last-minute invitation by a member of the Government, it should be said, constitutes a "royal command."

Gen. Goering's lunch to the committee at his private house was gastronomically the most remarkable. It started with melons stuffed with foie gras and mushrooms.

After continuing with kangaroo-tail soup—like a stronger tasting ox-tail—it became more or less orthodox according to Western ideas. The lunch was summed up to me as being "German baroque cuisine."

Afterwards the host's 10-months-old lion cub was brought in, neatly brushed and perfumed, for the general to play with.

THREAT TO GROUSE MOORS

Increasing ravages by the heather beetle are noted in the latest reports on the prospects for the Twelfth in Scotland.

The weather during the spring and summer favoured young grouse, but unfortunately heather beetles have thrived on the same conditions. Now they are prevalent in about ten counties in greater numbers than ever before.

They destroy the heather, and the grouse move off to other districts. The only simple way to get rid of them is to burn the heather. On a grouse moor, however, this cure would be worse than the disease.

A number of Scottish landowners have, I am told, appealed to the Board of Agriculture for Scotland to investigate the pest. The work is being carried out at Aberdeen.

WHERE QUARANTINE BEGAN

Dubrovnik, where streets are being widened and floodlighting installed in case the King goes there on his cruise, has one claim to fame which is generally forgotten. The quarantine system originated there.

In the twelfth century Ragusa, as the town is still better known, was a busy cosmopolitan port.

The authorities there were the first to try to deal adequately with the suppression of plague.

They built a landing-stage some distance away from the ordinary quay, and incoming vessels were held up for a "trentina," or period of 30 days, before being allowed to enter port.

Experience proved that this was not long enough, and the period was extended to a "quarantina," or 40 days.

LORD MAYOR HOISTS FLAG

It is not often that a destroyer comes up river to the heart of the city. Recently, however, the Lord Mayor went aboard H.M.S. Scimitar at London Bridge and sailed in her to Chatham.

There, as Admiral of the Port of London, he will open Navy Week. In his honour the civic flag will be flown at the pier. It is a pennant bearing the arms of the City and appears very seldom.

Admiral Sir Edward Evans, as Commander-in-Chief, the Nore, will be the Lord Mayor's host. Before the war he once came near to running the entire Corporation on a sandbank.

The Lord Mayor and Aldermen were returning from Cowes in a destroyer he commanded. They had just presented an address to the Tsar on board his yacht.

Russian hospitality delayed their return. In order that they should catch their train home from Portsmouth the destroyer had to negotiate a very risky passage over shallow water.

INTERPORT CRICKET

POOR RESPONSE FROM PLAYERS

The Annual Interport Cricket Match with Shanghai will take place in the Northern Port on the 8th and 10th October. Practice nets will be put up on the Hong Kong Cricket Club ground on the 7th September and the first trial match will be played on the 12th September. The Hong Kong Club recently sent out letters on the 12th inst. to the various clubs inviting names to be sent in from those who were prepared to make the trip but the response has been very bad. Club Secretaries are therefore requested to send in their replies as soon as possible.

MOTOR RACE IN SWITZERLAND

Another Victory For German Cars

("Hong Kong Daily Press" Special) Berne, Aug. 25.

The German Motorcar Industry gained another victory, when three German Auto Union cars were the first to cross the finishing line of the great International Race for the Grand Prix of Switzerland, which was run on the Bremgarten Course here on Sunday.

The winner of the race was Rosemeyer who covered the total distance of 508 km. in 3 hrs. 9 mins. 1.9 secs., with an average of 161.75 km. per hour. Of the 18 cars to start the race, only 5 gained the finishing line, all 5 being German, namely four Auto Union cars and one Mercedes Benz. Vardi in an Auto Union in 50 secs., less than the winner took the second place.

Hans Stuck, not yet completely recovered from his last accident, was third, two rounds behind the second. Hans Stuck, at the end of the race, had to be lifted from his seat in a semi-conscious condition. Vagola in Mercedes Benz was fourth and Haasse in Auto-Union fifth.

Transoceanic News Service.

FOLLOWING LORD KITCHENER

Sir Robert Brooke-Popham, now supervising an air survey of Cyprus, is following in the late Lord Kitchener's footsteps. He was the first man to make a survey of the island.

But while the R.A.F. expect to complete it in five days, it occupied Lord Kitchener three years.

When he had nearly finished it, in June, 1882, he obtained a week's sick leave. He landed at Alexandria on the day of the riot which led to the Arabi campaign.

His knowledge of Arabic proved useful to the naval authorities, and the admiral in command telegraphed for an extension of his leave.

This was refused, and on his return to Cyprus some time after he was due Capt. Kitchener—as he then was—found himself in trouble with the High Commissioner.

At the end of the year, when this had blown over and his survey was finished, he returned to Egypt, and started his real career.

H. E.'S HUSBAND Court officials in Copenhagen, I hear, are still puzzling over the problem they will have to face when Mrs. Ruth Bryan Owen, the United States Minister to Denmark, returns to her post in the autumn.

After her marriage to Capt. Boerge Rohde three weeks ago she announced that she would retain her maiden name.

A VANDERBILT AS GOVERNOR? After spending two years out of the political picture, Mr. William H. Vanderbilt is now standing for the Republican nomination for Governor of his home State, Rhode Island.

He is only 34, but already has made a name for himself in State politics. He became the youngest member of the Rhode Island Senate in 1928 and was occasionally its acting president.

His father, Alfred Vanderbilt, was crowned in the Lusitania on his way to offer a hospital ship to the British Red Cross. Alfred Vanderbilt's horses were entered regularly at Olympia before the war, and he used to drive a coach in partnership with Lord Leconfield.

Mr. William Vanderbilt takes less interest in sport, but his half-brother, Mr. Alfred Vanderbilt, junior, owns at Sagamore Farm one of the best racing stables in America.

PETERBOROUGH

CRICKET IN AUSTRALIA

Fixtures For Season 1936-37

THE TEST MATCHES

The following are the international and interstate fixtures in Australia during the season 1936-37

1936.
Oct. 16-19:—England v. Western Australia, at Perth.
Oct. 22-24:—England v. West Australia (Combined), at Perth.
Oct. 30-Nov. 3:—England v. South Australia, at Adelaide.
Oct. 30-Nov. 3:—Queensland v. New South Wales at Brisbane.
Nov. 6-10:—England v. Victoria, at Melbourne.
Nov. 13-17:—England v. New South Wales, at Sydney.
Nov. 13-17:—Victoria v. South Australia, at Melbourne.
Nov. 20-24:—England v. An Australian Eleven, at Sydney.
Nov. 27-Dec. 1:—England v. Queensland, at Brisbane.
Dec. 4-9:—First Test Match, at Brisbane.
Dec. 12-14:—England v. Queensland Country, at Ipswich.
Dec. 18-23:—Second Test Match, at Sydney.
Dec. 18-22:—Victoria v. Queensland, at Melbourne.
Dec. 18-22:—South Australia v. New South Wales, at Adelaide.
Dec. 24-29:—Victoria v. New South Wales, at Melbourne.
Dec. 25-29:—South Australia v. Queensland, at Adelaide.
Dec. 26-28:—England v. New South Wales Country, at Newcastle.

1937.
Jan. 1-6:—Third Test Match, at Melbourne.
Jan. 1-5:—New South Wales v. Queensland, at Sydney.
Jan. 8-11:—England v. Tasmania, at Hobart.
Jan. 15-18:—England v. Tasmania, at Launceston.
Jan. 15-19:—Queensland v. Victoria, at Brisbane.
Jan. 22-28:—England v. South Australia, at Adelaide.
Jan. 22-28:—New South Wales v. Victoria, at Sydney.
Jan. 29-Feb. 3:—Fourth Test Match, at Adelaide.
Feb. 6-8:—England v. Victorian Country, at Geelong.
Feb. 10-11:—England v. New South Wales Country, at Canberra.
Feb. 12-16:—Queensland v. South Australia, at Brisbane.
Feb. 13-17:—England v. New South Wales, at Sydney.
Feb. 19-23:—England v. Victoria, at Melbourne.
Feb. 19-23:—New South Wales v. South Australia, at Sydney.
Feb. 26-March 3:—Fifth Test Match, at Melbourne.
Mar. 5-6:—England v. Victorian Country, at Benalla.
Mar. 12-16:—South Australia v. Victoria, at Adelaide.

TYPHOON HAVOC

Among the items for consideration of the Finance Committee of the Legislative Council this afternoon, is a special expenditure of \$4,800 to cover costs of damage sustained by the Kowloon-Canton Railway administration property in the recent typhoon. A supplementary vote for this amount is requested.

PROFESSIONAL TENNIS PLAYERS SUSPENDED

SEVEN AMERICANS IN TROUBLE

New York, Aug. 18.
Seven of America's leading tennis professionals, including Tilden, Vines, Litt, Stofen and Vincent Richards, have been suspended by the Professional Lawn Tennis Association of the United States. The suspensions were ordered as a result of unauthorized appearance at three tennis clubs in the vicinity of New York.

MIXED DOUBLES LEAGUE

U.S.R.C. Draw With Kowloon C.C.

Keen tennis in the Mixed Doubles League resulted in the U.S.R.C. playing the visiting Kowloon C.C. team to a draw yesterday, each side taking 4½ sets. Outstanding players were Goldman and Mrs. Wilson and Bodiker and Miss Mackenzie. L. Goldman and Mrs. Wilson (U.S.R.C.) beat E. C. Fincher and Miss Daisiel 6-4; beat E. F. Fincher and Miss Griffiths 6-1; lost to G. Bodiker and Miss Mackenzie 4-6. A. L. Sullivan and Mrs. Dowling beat E. C. Fincher and Miss Daisiel 6-4; lost to E. F. Fincher and Miss Griffiths 3-6; beat Bodiker and Miss Mackenzie 6-2. Capt. Milne and Mrs. Ashton drew with E. C. Fincher and Miss Daisiel 6-6; lost to E. F. Fincher and Miss Griffiths 2-6; lost to Bodiker and Miss Mackenzie 3-6.

LEAGUE TENNIS

K.I.T.C. Win At Kowloon Tong

Keen tennis, resulting in a close win for the visitors, was seen at the Kowloon Tong Club yesterday when they engaged the Kowloon Indians Tennis Club in the "C" Division of the local tennis league. The K.I.T.C. won five sets to 4, but not until the Hussain brothers were fully extended by O. L. Pang and K. C. Yeo, the homester's second string.

H. and A. Chan (Kowloon Tong) lost to A. S. Hussain 0-6; beat S. and M. A. Khan 6-3; beat I. M. Singh and T. N. V. Gevan 6-1. O. L. Pang and K. C. Yeo (Kowloon Tong) drew with the Hussain brothers 6-6; beat S. and M. A. Khan 6-0; drew with Singh and Gevan 6-6.

W. H. Wei and K. Lam (Kowloon Tong) lost to Hussain brothers 1-6; lost to S. and M. A. Khan 4-6; lost to Singh and Gevan 5-7.

LEADERSHIP STILL OPEN

Double For Senators

BASEBALL RESULTS

New York, Aug. 23.
The following were the results of to-day's major League baseball encounters:—

NATIONAL LEAGUE

	R	H	E
Philadelphia	5	7	2
Norris hit a homer.			
Brooklyn	6	7	1
Philadelphia	5	9	2
Brooklyn	3	9	1

Pittsburgh	8	10	3
St. Louis	6	14	0
Mize homered. Tie called in 10th innings owing to darkness.			

Pittsburgh	3	10	1
Paul Waner homered.			
St. Louis	7	11	1

New York	3	9	1
Jackson hit a homer.			
Boston	2	6	2

New York	6	12	1
Boston	1	8	1
Moore homered.			

Cincinnati	0	4	3
French pitched.			
Chicago	7	10	0

Boston	3	7	0
Jimmy Fox hit a homer.			
New York	5	9	0
Lou Gehrig and Dimaggio hit homers.			

Boston	6	11	0
New York	3	9	1

Washington	9	15	0
Stone hit a homer.			
Philadelphia	3	5	1
Dean hit a homer.			

Washington	9	12	0
Kress and Kuhl homered.			
Philadelphia	6	14	2

Chicago	4	9	0
Detroit	2	9	2

St. Louis	1	8	1
Cleveland	4	9	1

TAYLOR'S LONDON DRY GIN.

SUPERLATIVE

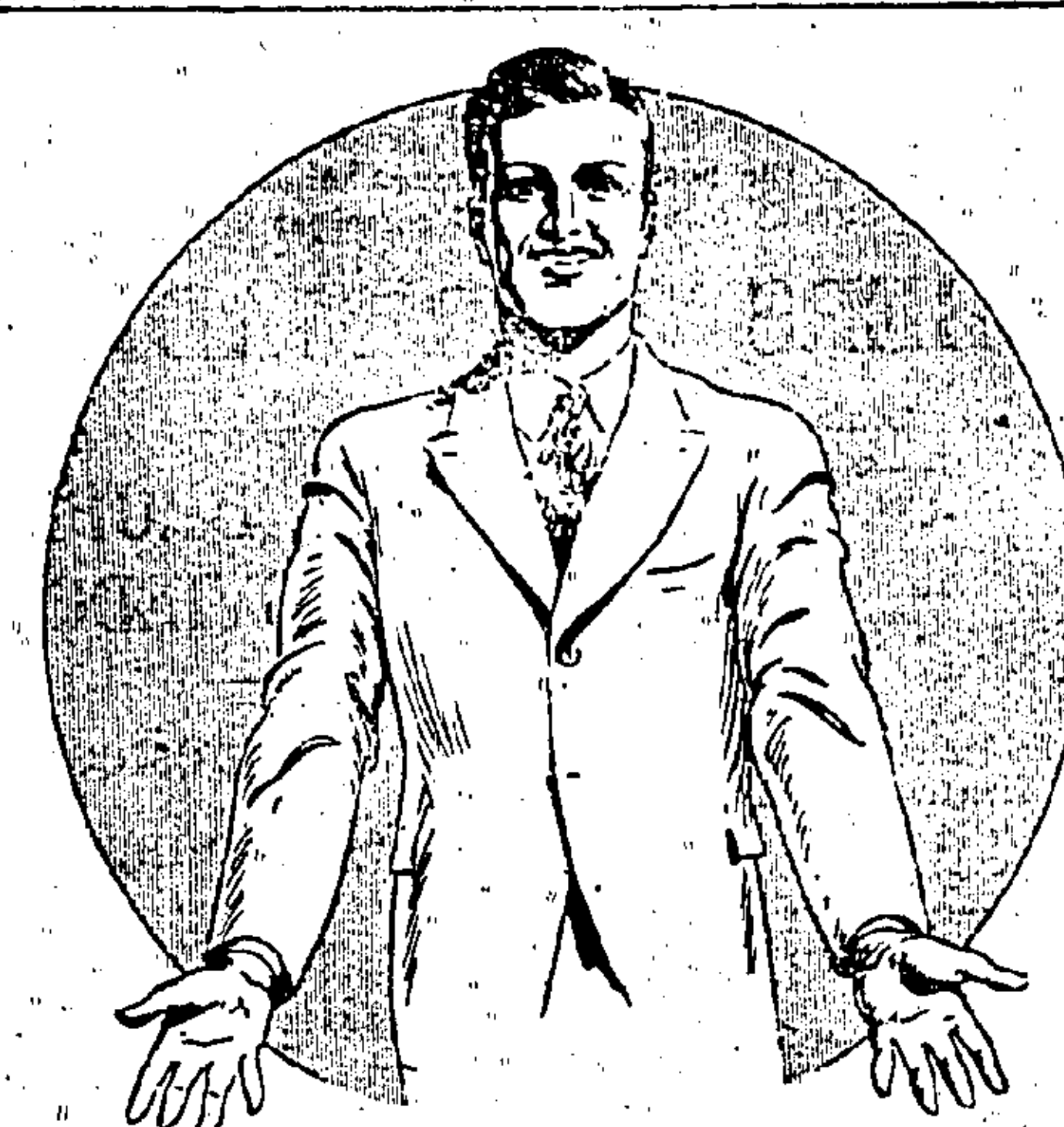


QUALITY

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That world-famous Medical Paper, "The Lancet," writes about the strengthening influence of Sanatogen:

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When you do not feel so well, start taking Sanatogen. Every chemist sells it and Sanatogen will soon make you thoroughly strong and healthy again, full of youthful vitality.

SANATOGEN
The True Tonic Food

CHILLS Weaken the Chest

— Take PEPS —

Beware of sudden chills and colds! They leave you exposed to bronchitis and other serious chest weakness. Be wise, and at the first sneeze or shiver take Peps breatheable tablets. Peps are wonderfully soothing and healing. They soon destroy infection germs, and throat trouble and strengthen and invigorate the chest and lungs. Also for coughs of all kinds, influenza, bronchitis, asthma, catarrh, etc.

THE ANTISEPTIC BREATHEABLE TABLETS.

PEPS

ANTISEPTIC BREATHEABLE TABLETS

WEAPONS AND PEACE

The Reviews Of August

Armaments and the preservation of peace are the foremost topics in the reviews of this month.

"De Laude Novae Militiae," by Mr. Austin Hopkinson, M.P., opens the Nineteenth Century. The author accepts that mankind is trembling on the brink of war. The Abyssinian campaign has shown that there are Powers who will not shrink from using any weapon. If the issue of war is to be decided by the death of wickedness where the one or other combatant can sink. It will be as futile as it is horrible. But he sees a mission for British youth: they can decide whether gods or fends shall rule the air. Their tactics must be not to retaliate by slaughter of the innocent, but their hearts filled with hatred of the foulness of such warfare, to search out the armed foe and destroy him. Lieut.-Col. H. de Watteville describes the course of the Italo-Abyssinian war and the reasons for the swift Italian success. The dissolution of the Abyssinian armies can be ascribed almost wholly to the action of the aeroplane. Mr. John S. Morgan compares the Special Areas of Tyneside and South Wales. Both areas should be tidied up. Money should be spent upon the debris of outworn factories to make them ready for new industries. The future of the League is discussed by Lord Queensborough; Mr. E. M. Gull continues his impressions of the Far East; and other articles include "The Fairbridge Model," by the Rev. A. G. B. West; "Recent Developments in Electrical Music," by Major R. Raven-Hart; and "Probation as a Crime," by Mr. Leo Page. "Sir Francis Newbolt" contributes a poem.

"CONTEMPORARY REVIEW"

In the Contemporary Review Mr. Wickham Steed gives his reasons for believing why the British Government, and to some extent the people of this country, have lost their bearings in a bewildering international sea. On the other hand, Hitler and his helpers have not lost their bearings; and Great Britain should "work with Russia, France, and other anti-war countries against systems which, by their very nature, are bound to be aggressive." Mr. Sisley Huddleston, on French foreign policy, argues that if Great Britain wants to work with France she must work with Italy. Mr. Charles Roden Buxton and Sir Norman Angell engage in a debate on the international situation. Sir Raymond Beazley discusses the fate of Christianity in Germany. Sir John Hargis makes a "world survey" of the position of slavery to-day. Mr. George Solovychik, who has returned from a tour of North-Eastern Europe, implores the British public to make a better study of the commercial and cultural possibilities of friendship with the Scandinavian countries. Dr. Edgar Stern-Rubarth writes on Germany's economic situation, and Dr. Gerhard Schacher on the position of the Little Entente between the two Fascisms. There are other political articles, and one welcome reminder that the earth is inhabited also by less pugnacious creatures than human beings: Mr. W. H. Payne's pleasant sketch of spoonbills at home.

"FORTNIGHTLY"

"Security Depends on Sea Power," by Admiral Sir Herbert Richmond, leads the Fortnightly. He pleads for Empire co-operation in a general scheme based upon the sound principle of a common effort to establish and maintain the common need—superiority at sea. This is followed by an article by Mr. Donald Cowie, who declares that New Zealand is the most defenceless country in the world. Mr. Malcolm Muggeridge argues that if non-Fascist and non-Communist Europe has no answer to rival dictatorships, but to side with one against the other it is doomed. Mr. George E. Taylor, discussing China's dilemma, says that the conflict in the Far East concerns the power and interest of the Japanese and British Empires. Mr. Hilaire Belloc deals with the prospects of art under the new despotisms. In a most attractive article called "Publishers and Sinners," Mr. Arthur Waugh, who reaches his seventieth birthday this month, surveys the changes that have come over the publishing world during the half-century since he began living in the world of "books and bookmen." Mr. George Solovychik writes on the troubles of Poland; Mr. Michael de la Bedoyere

on the policy of Pope Pius XI; Mr. Kenneth Henderson on the law of libel; and Mr. Hamish MacLaren describes what life is like in a windmill.

"NATIONAL REVIEW"

"One accomplishment" the National Review records in its epitaph of the League of Nations: "It has enabled Germany to re-arm and to escape her obligations to the countries she has injured." Our first and paramount need is re-armament. It is impossible to be satisfied with the pace at which this is proceeding, or with the methods pursued. Lord Lloyd, on the Joseph Chamberlain Centenary, decides that "in trying to save the whole world we have been forgetting just the one thing that under providence could save the whole world—a peace-loving but strong and united British Empire. That was the vision of Joseph Chamberlain." In a retrospect of the policy of sanctions, Capt. J. H. F. McEwen, M.P., says that the League has not been betrayed: "It has been tried and found wanting, and it is for us all to see that that want is supplied." It can be accomplished: "the only real betrayal is to say that it cannot." Other articles include "Civilization and Cruelty," by the Rev. J. C. Pringle; "Cold Harbour in Upper Thames Street," Mr. Charles Fendrick; and "Quaint Episodes," by the Rev. the Hon. E. Lyttelton.

The English Review publishes the first instalment of a work on the war in Abyssinia by Mr. Evelyn Waugh. Lord Queensborough gives his reasons for believing that "the mass of people of Great Britain would welcome with a profound sense of relief a return to a free and unfettered foreign policy." M. Alfred Silbert writes on the political situation in France.

In the Empire Review Sir Ernest Graham Little, M.P., covers much educational ground in writing of the centenary of the University of London, taking a glowing view of the future when the University has its own home in Bloomsbury. Sir Albion Banerji deals with some economic factors in the Indian problem; and Sir Charles Petrie with Italy and her neighbours.

LITERARY

A reconsideration of the work of Joseph Conrad by Mr. Richard Colenutt appears in the Cornhill. The key to Conrad's greatness is "essentially that of the spirit which can enter into and understand the minds and hearts of other." Mr. Geoffrey Bret Harte writes a centenary article on Bret Harte, his grandfather. There is a varied programme of stories and descriptive articles.

Blackwood's has a full number of travel sketches and other exciting matter, including a dramatic account by Mr. Francis Hayley Bell of life in Nanking under the menace of war. An interesting description is given by Mr. J. E. Knox of Tabacum, in the bush of Northern Australia.

In Chambers's Mr. James Scott writes amusingly of collars; Mr. Malcolm Smith impressively of the German cruiser Königsberg in a swamp in East Africa; and Mr. Seton Gordon of Ganna, an outer island of the Inner Hebrides.

In the Mercury an article translated from the German of Bruno Frank deals movingly with Turgeon's death-bed, letter appealing to Tolstoy to return to his literary art. Dr. W. M. Childs writes on English Universities and their ideals; Mr. Sean O'Faolain on Pater and Moore.

"ILLUSTRATED"

The Strand has a Father Brown story by the late G. K. Chesterton, and among the other contributors are Mr. E. V. Lucas, Miss G. B. Stern, and Sir Arthur Willert. In addition to a varied face of fiction, Pearson's has articles by Mr. Vincent Brome describing an insect circus, and by Mr. J. Murray Smith on Felix Weiss, the sculptor. The Windsor, which reaches its five hundredth number, is packed with holiday fiction and articles, the writers including Mr. Robert Blatchford, Mr. H. C. Bailey, Mr. H. A. Vachell, Mr. Louis Golding, and Mrs. Naomi Mitchison. The contributors to Nash's include Mr. Siegfried Sassoon, Miss Storm Jameson, and Mr. Osbert Sitwell. Blue Peter is a special Navy number, with

TWO EFFECTS OF BETTER TRADE

Labour Shortage And Overwork

EXCESSIVE HOURS OF YOUTHS

Shanghai, Aug. 10.

Striking evidence of the industrial revival during 1935 is given in the annual report of the Chief Inspector of Factories, which has been presented to Parliament by the Home Secretary.

The improvement, the report states, was not confined to the Midlands and the South. There are many indications that the revival is extending to the staple industries in most parts of the country.

In the Midlands there is marked shortage of labour in most of the large towns.

"Industries which have increased rapidly during the year," the report continues, "include motor-cars, cycles, and aircraft. Many existing works have been enlarged, and new ones erected. In spite of mechanisation, the shortage of skilled men has been a serious handicap, and some employers have met this by arranging intensive training for semi-skilled men and by taking apprentices."

BRICKS DELIVERED HOT

In cotton, during the latter part of 1935, there was increased activity in all sections. Many redundant mills and weaving sheds have been adapted for other industries. Progressive employers are replacing old looms by new machinery suitable for weaving artificial silk.

In the cinematograph film industry there has been great activity and much development. New studios are being erected. Existing studios are being enlarged and extended.

"The building trade continues busy; and this affects other industries over a wide field. In the brick yards in the Eastern Counties it was usual in the summer to see hot bricks being loaded directly from the kilns on to the lorries or contractors."

The sudden expansion generally in trade, combined with shortage of labour, is the cause, according to the report, of "cases of gross overwork of young persons almost incredible in these days."

TENDENCY TO LONGER HOURS

The improvement in trade has resulted in a tendency to increase the hours of work of women and young persons in a wide variety of industries. Many cases of a working week of 55 and 57½ hours are reported from all parts of the country, although the adverse effects of such long hours is sometimes realised when employers admit that their workers, like their machines, may reach a fatigue point.

Cases are mentioned where the effects of long hours were reflected in the slowing down of production and there was a consequent reversion to shorter hours.

Bad cases of long hours referred to include men in a mill and a rubber works employed regularly from 7 a.m. to 8 p.m., men employed 80 hours a week on the day shift and 72 hours on the night shift in a silk works, and boys working from 8 a.m. until after 11 p.m. on several days in a furniture works.

In spite of increased activity in industry, the general health of workers has not been adversely affected, so far as can be judged.—(N.C.D.N.).

MONEY STOLEN

Between 10.30 p.m. on August 23, and 6 a.m. yesterday, a thief entered the residence of Mr. R. Sanger, of the Standard Vacuum Company, and made away with the sum of \$51.

Entrance was effected through an open window in the bath room, and the money was taken from the top of Mr. Sanger's writing desk.

articles on H.M.S. Excellent, the sinking of H.M.S. Poseldon, and on making the seas safe for shipping. Among the features of Great Thoughts is a talk with Sir Francis Young-husband on world fellowship through religion. Much holiday fiction is provided by Woman's Magazine; and reasonable matter for the young is given generously in the Boy's Own Paper and the Girl's Own Paper.

THE MIGHTY GUN

(Continued from page 7)

BIGGER AND BIGGER

The governing principle in capital ship design is the capacity of destruction. The bigger—and still bigger—gun appeals because it embodies the greatest concentration of destructive power. It would be quite feasible to construct a shell of such prodigious devastating power that a direct hit from it would blow the mightiest armoured ship to smithereens. The gun's crew entrusted with the discharge of such a projectile would perish in the concussion. I will not attempt any fantastic calculations as to the probable bore and weight of the necessary gun, or the burden of the projectile, or suchlike details. My point is that what is feasible of attainment may be practicable in practice, and that even what is practicable may not be necessary.

We had much bigger guns than the German at Jutland and many more of them. Yet that battle was not a conspicuous advertisement for the heavier artillery. So satisfied are the Germans themselves on this point, that, after denouncing all treaty restrictions, they are arming their new 28,000-ton battleships with nine 11in. guns, so that they are actually one inch more modest than the British Admiralty. This weapon is credited with a range of 40,000 yards and throws a projectile of rather less than 800lb.

REDISTRIBUTION OF ARMOUR

It would take three such projectiles to equal the weight of the 16in. shell. Yet, if an 11in. shell can put a turret hopelessly out of action or perforate the main belt at 12,000yds., why use a 16in. shell for the same purpose, particularly as you get three chances to one of a hit by using the lighter armament?

There is another point in connection with the great gun question which I think the Germans have been in advance in realizing. The capital ship of the future must be bombproof as far as it is possible to render her so. This suggests a radical redistribution of armour protection. On weight limits, the

PREDICTING GLOOM

BRITAIN'S NEXT WAR

Among the prophets engaged in predicting gloom are the numerologists.

Here is the latest method of fixing the date of Britain's next war by a combination of historical numbers:—

1880 was the date of the Zulu War. It lasted one year, 1880 and 1 make 1881, 1881 is then written down horizontally and vertically, and the last column adds up to 1889, the date of the South African War.

The table then works out like this:

1880 Zulu War	1902
1 Duration	1
1881	0
1	2
8	
8	1914 Great War
1	4 Duration

1899 South African	1918
3 War Duration	1
1902	9
	1
	8

1937 Next War
To achieve its result this table skips over various important wars.

broadside defence against direct gun fire will have to be substantially less. This scarcely suggests a case for the still heavier gun. The ceaseless process of development in weapons and high explosive is always giving more intensive destructive power without any increase in calibres.

From a recent statement by the Minister for the Co-ordination of Defence to the effect that the whole problem of the capital ship is under consideration, we may assume that the Admiralty have as yet come to no definite decision. They have pledged themselves not to go beyond 35,000 tons and 14in. guns. They have not pledged themselves to go up to those limits.



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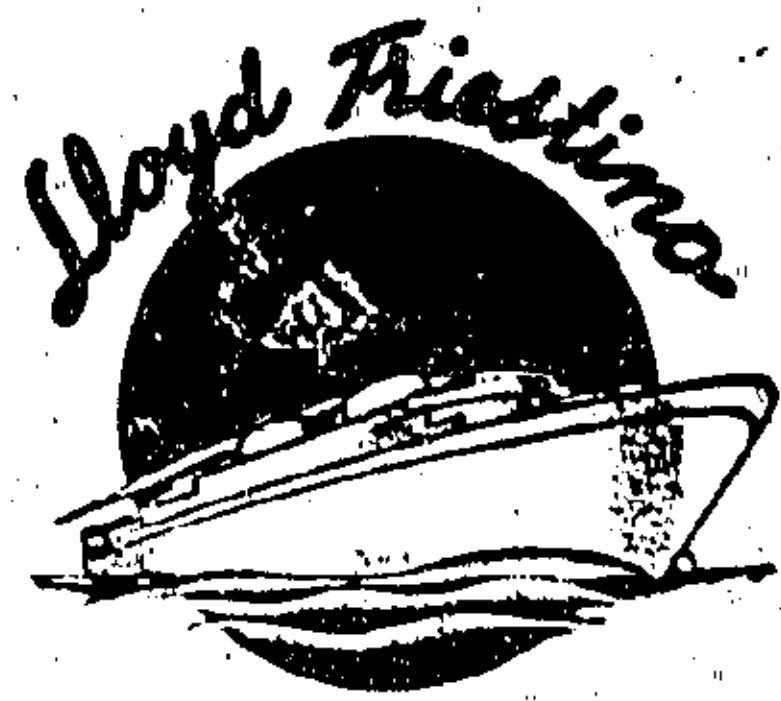
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S.S. "ERMLAND" for S'hai, Yama, Kobe, Osaka, Dairen, Taku, Tsingtao, 24th Sept.

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Hong Kong 24th Aug., 1936. [4638]

CONSIGNEE NOTICES.

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Optional Cargo will not be landed here unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 31st Aug. will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th Sept. 1936, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE Agents.

24th Aug., 1936. [4637]

THE EXCHANGE MARKET

MESSRS. ROZA BROS.

Silver prices rose 1/8 over the week-end, the quotation being 19 5/16 for both deliveries. Silver advices reported there was a little Indian buying. Sellers were reserved. Market steady. In America the rate was unchanged at 44 5/4 for Spot.

The London-New York cross-rate was quoted at 503 1/8 and the New York-London rate was quoted at 503 7/32.

MARKET

Steady but dull.

STERLING

No business was reported. There were sellers at 1/2 7/8 for August-December and buyers at 1/2 29/32 for any delivery.

U.S. DOLLARS

A small business was reported at 31 3/16 for October delivery. There were sellers at 31 3/16 for August-October, and probably November, and buyers at 1/16 higher respectively.

SHANGHAI DOLLARS

A small business was arranged at 103 7/16 for cash. There were sellers at 103 3/8 and buyers at 103 7/16 for cash.

SHANGHAI MARKET

Sellers of Sterling at 1/2 3/8 and U.S. Dollars at 30 1/8 for cash.

IN THE AFTERNOON

The market was dull in the afternoon.

IN STERLING

No business was reported finishing with sellers at 1/2 7/8 for August-December and buyers at 1/2 29/32 for any delivery.

U.S. DOLLARS

The market closed with sellers at 31 3/16 for August-October and 31 1/8 for November-December, buyers at 1/16 higher respectively.

H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

The market ruled fairly steady during the day and business was recorded in H. K. Banks at \$1550, Kowloon Wharves at \$101, Trams at \$1240, China Lights (old) at \$1230 and Dairy Farms at \$22.

In the Mining section a moderate volume of business was transacted prices however showing only minor fluctuations.

BUYERS

Hongkong Banks, \$1550.
Banks of East Asia, \$75.
Union Insurance, \$550.
Wharves, \$100.
Providents (old), \$155.
Venz. Goldfields, \$44.
Antamoks, \$528.
Atoks, \$14 cts.
Bagulo Gold 58 cts.
Benguet Explor., 41 cts.
Consolidated Mines, 104 cts. Ex. Rights.

Masbate Consol., 99 cts.
Northern Mining, 51 cts.
San Mauricio, \$3.10.
Suyoc Consol., 76 cts.
Hotels, \$5.30.
Hongkong Lands, \$33.
H. K. Realities, \$4.
Hongkong Trams, \$12.
Star Ferries, \$87.
Yammat Ferries, \$204.
China Lights (old), \$12.20.
China Lights (new), \$8.70.
Telephones (old), \$274.
Cements, \$9.90.
H. K. Roads, \$3.40.
Dairy Farms, 214.
Watsons, \$3.60.

Constructions (old), \$12.
Constructions (new), 30 cts.
Vibro Piling, \$2.
Ch. Govt. 5% 1925 G. & Bonds, 98%.

Govt. 4% Loan, 6% Prem.
Govt. 3 1/2% Loan, par.
SELLERS

Providents (old), \$160.
Benguet Explor., 43 cts.
Demonstrations, \$162.
Suyoc Consol., 80 cts.
Cements, \$10.10.

SALES

Hongkong Banks, \$1550.
Wharves, \$101.
Providents (old), \$165.
Benguet Explor., 41/42 cts.
Consolidated Mines, 104/104 cts.
Demonstrations, \$165/159.
Masbate Consol., \$1/1034.
Northern Mining, 51/53 cts.
Paracale Gumaus Cum. Rights, \$1.10.

San Mauricio, \$3.20.
Suyoc Consol., 78/77 cts.
Hotels, \$5.35.
H. K. Realities, \$4.60.
Hongkong Trams, \$12.40.
Yammat Ferries, \$204.
China Lights (old), \$12.30.
Dairy Farms, \$22.

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

	August 24	August 25
Paris	76 27/64	76 27/64
Geneva	15.42 1/2	15.44
Berlin		12.51
Athens		
Milan	83 7/8	83 15/16
Shanghai		
New York	5.03 1/16	5.03 3/16
Amsterdam	7.41	7.41
Vienna		
Prague		
Bucharest		40 1/2
Madrid		
Lisbon		
Hong Kong	29.82 1/2	29.80 1/2
Brussels		
Montevideo		
Belgrade	5.03 1/8	5.03 1/2
Yokohama		
Helsingfors		
Rio		
Buenos Aires	10 10 1/8	
Silver (Spot)	19 1/8	19 5/16
Silver (forward)	106 7/8	
War Loan		

Closing Quotations

Aug. 24, 1936.

On London:—	On New York:—
Telegraphic Transfer... 1/16	Bank Bills, on demand 31 1/16
Bank Bills, on demand 1/13 1/16	Credits, 60 days' sight 31 9/16
Credits, four months' sight 1/3 3/16	On demand 45 1/2
On Shanghai:—	On demand 47 1/2
On demand 109 1/2	On demand 46 1/2
On Singapore:—	On demand 46 1/2
On demand 59 1/2	On demand 46 1/2
On Japan:—	On demand 150 1/2
On demand 105 1/2	On demand 150 1/2
On India:—	On demand 150 1/2
Telegraphic Transfer... 1/16	On demand 150 1/2
Bank, on demand 8 1/2	On demand 150 1/2

PHILIPPINE MINING NEWS

July's Registration Of New Companies

Twenty new corporations were registered with the bureau of commerce during the month of July, having an authorized total capital of P5,553,000 and 4,000 shares with no par value, of which the sum of P2,579,347 has been subscribed, P637,577 paid up in cash and P4,750 in the value of property.

During the month under review investment enterprises led the newly registered firms in the capital invested. Four big investment companies were formed last month, having a total authorized capital of P4,010,000 and 4,000 shares without par value. Mining companies, of which there were six newly recorded, come second with an authorized capital of P1,526,000. The other new firms are devoted to construction, irrigation, manufacturing, merchandizing, publishing, restaurants, rice milling and transportation.

Of the 20 new corporations, Filipinos held the controlling interest in 14 of them and the rest by Americans. Native authorized capital amounted to P5,542,000, and American, P411,000 and 4,000 shares with no par value.

There were 16 general partnerships registered with the bureau, 10 being controlled by Chinese, four by Filipinos, two by other nationalities. The total investments of Filipinos in the new general partnerships amount to P117,000, the Chinese P117,240, and other nationalities P25,000.

SANTO NINO MINING

The latest addition to the increasing number of mining companies is the Santo Nino Mining Company, Inc., which was registered at the bureau of commerce with an initial authorized capital of P100,000. The firm is backed by a group of prominent Manila capitalists who have subscribed this amount and paid up P25,000.

The original incorporators are Leopoldo Brias, former Representative Manuel V. Gallego, Valentin Teus, Alberto Barretto, Victor de los Reyes, Albert S. Guttridge, Dr. Ramon J. Ongsiako, Jose Ma. Freysler, Cipriano Soler, Paz de los Reyes, Assemblyman Manuel Alzate, Jose Corrales, Ramon de Amestegui, Gerardo Vasquez, and Frederic Knecht. The members of the board of directors are Mr. Brias, Mr. Barretto, Mr. De los Reyes, Dr. Ongsiako and Mr. Vasquez.

The office of the Santo Nino Mining Company, Inc. is in Manila.

PHILIPPINE MINING RATES

Monday, Aug. 24.

The following are to-day's opening and closing quotations on the Manila Stock.

Names	Opening	Closing
Antamoks	330	335
Atoks	58	59
Bagulo Gold	36 1/2	37 1/2
Benguet Con.	14.75	15.00
Benguet Explor.	25 1/2	26
Big Wedge	38	39
Demonstrations	1.00	98
Itogons	1.80	1.80
Masbate	64	63
Northern Mines	32	32 1/2
Paracale Gumaus	70	70
LXL	1.80	1.80
San Mauricio	1.95	1.95
Suyocs	48	48
United Paracale	1.55	1.55
Market:—Steady.		

MANILA MINING SHARES

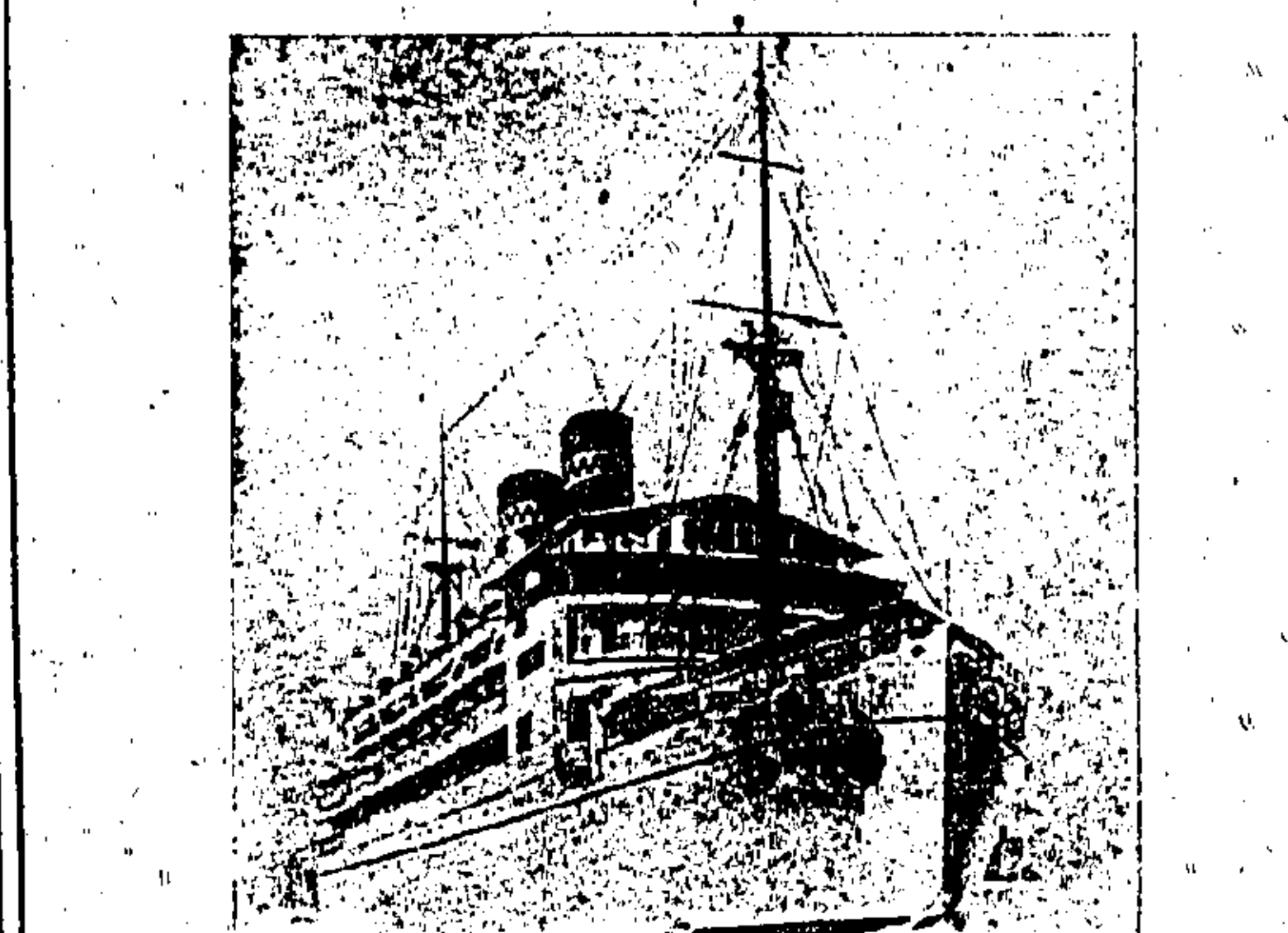
STOCKS	21.836 Closing	24.836 Opening	24.836 Closing
Antamoks	P.3.25	P.3.30	P.3.35
Atoks	58cvs.	58cvs.	59cvs.
Bagulo Gold	36 1/2	36 1/2	37 1/2
Benguet Consol.	P.15	P.14 1/2	P.15
Benguet Explor.	26 1/2	25 1/2	26
Big Wedge	39	—	39
Demonstration	P.1	P.1	P.1
LXL	P.1.80	P.1.80	P.1.80
Itogons	P.1.80	P.1.80	P.1.80
Masbate	65	64	63
Northern Mining	32	32	32 1/2
Para. Gumaus	70	—	70
San Mauricio	P.1.95	P.1.95	P.1.95
Suyoc Consol.	48	48	48
United Paracale	P.1.55	P.1.55	P.1.55
Market Comment	Steady.	Steady.	Steady.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE Sailings

To SAN FRANCISCO	To SEATTLE, VICTORIA
Via Shanghai, Kobe, Yokohama, Honolulu, San Francisco, Panama Canal, Havana, New York.	Via Shanghai, Kobe, Yokohama and Victoria.
Pres. Cleveland M'night Aug. 28th	Pres. Jefferson M'night Aug. 28th
Pres. Coolidge Noon Sept. 5th	Pres. Jackson M'night Sept. 11th
Pres. Taft M'night Sept. 22nd	Pres. McKinley M'night Sept. 5th
Pres. Hoover Noon Oct. 3rd	Pres. Grant M'night Oct. 9th
Pres. Pierce M'night Oct. 20th	Pres. Jefferson M'night Oct. 23rd

EUROPE, NEW YORK	MANILA
Via Manila, Singapore, Penang, Colombo, Bombay, Suez Canal, Naples, Genoa and Marseilles.	THE MOST FREQUENT SERVICE
Pres. Monroe 8 a.m. Aug. 28th	Next Sailing
Pres. Van Buren 8 a.m. Sept. 12th	Pres. Coolidge 8 p.m. Aug. 27th
Pres. Garfield 8 a.m. Sept. 26th	Pres. Mohr 8 a.m. Aug. 20th
Pres. Folk 8 a.m. Oct. 10th	Pres. Jackson 8 p.m. Sept. 5th
Pres. Adams 8 a.m. Oct. 24th	Pres. Van Buren 8 a.m. Sept. 12th
	Pres. Taft 8 p.m. Sept. 15th

BURNS PHILP LINE M.V. "NEPTUNA" DUE 5th SEPT.



PASSENGER & FREIGHT SERVICE TO AUSTRALIA

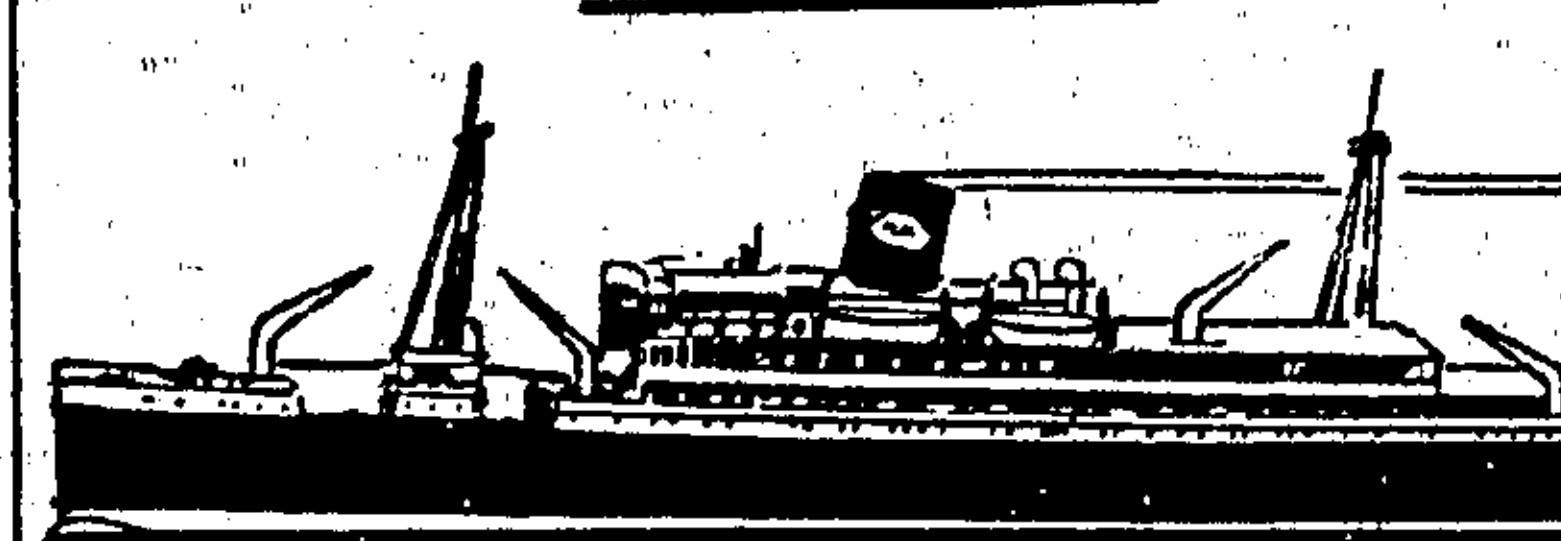
Next Sailing 8th SEPT.
for Saigon, Manila, Sandakan, Salamaua, Rabaul, Sydney & Melbourne.

First Class Fare to Sydney: Single: £27.10.0d. Return: £46.

Passenger & Freight Agents:—
GIBB, LIVINGSTON & CO., LTD.
P. & O. Building.

Joint Passenger Agents:—
Nippon Yusen Kaisha
King's Building.

QUIET HOLIDAYS AT SEA



BY COMFORTABLE TJIBOATS

NEXT SAILING AND RATES:

S.S. "TIKARANG" about 1st Sept, 1936.

Hong Kong — Amoy — Dairen — Shanghai —
Amoy — Hong Kong — about 2 Weeks.

H. \$140.— PLUS YEN 140.—

STAY ASHORE in DAIREN about 4 Days for Own Account.

For Further information apply to:—
JAVA-CHINA-JAPAN LUN N.V.
and
TRAVEL BUREAUX.



CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SWATOW & SINGAPORE	"ANSHUN"	On 25th Aug. 8 a.m.
SWATOW & BANOKOK	"KWANGTUNG"	On 25th Aug. 3 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 25th Aug. 5 p.m.
SWATOW, FOCHOW, TIENTSIN, CHEFOO & TIENTSIN	"SHIYANG"	On 25th Aug. 5 p.m.
AMOI & SHANGHAI	"TAIWAN"	On 26th Aug. 6 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KIANGCHOW"	On 26th Aug. 2 p.m.
SWATOW, FOCHOW, SHANGHAI, TIENTSIN, WEIHAIWEI, CHEFOO & TIENTSIN	"HOIHOW"	On 28th Aug. 4 p.m.
SWATOW & SHANGHAI	"KAYING"	On 30th Aug. 3 p.m.
AMOI, AMOY, SWATOW, SINGAPORE & PENANG	"ANHUI"	On 31st Aug. 3 p.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 1st Sept. 5 p.m.
SWATOW, TIENTSIN, CHEFOO & TIENTSIN	"NANOHANG"	On 2nd Sept. 2 p.m.
SWATOW & BANOKOK	"KWANGTUNG"	On 2nd Sept. 3 p.m.
AMOI & SHANGHAI	"TAIWAN"	On 2nd Sept. 5 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KIANGCHOW"	On 4th Sept. 2 p.m.
SWATOW, FOCHOW, SHANGHAI, TIENTSIN, WEIHAIWEI, CHEFOO & TIENTSIN	"YOHOW"	On 4th Sept. 5 p.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 5th Sept. 3 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 5th Sept. 5 p.m.
SWATOW, TIENTSIN, CHEFOO & TIENTSIN	"NINGHAI"	On 9th Sept. 2 p.m.
SWATOW & BANOKOK	"TAIWAN"	On 9th Sept. 3 p.m.
AMOI & SHANGHAI	"MUINAM"	On 10th Sept. 11.30 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KAYING"	On 11th Sept. 2 p.m.
SWATOW & BANOKOK	"KIANGSU"	On 13th Sept. 3 p.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
Telephone 30331.
CARGO AND PASSENGER OIL IS ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.
BRITISH STEAMERS: CHANGTAE & TAIPING (OIL)
FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE
OPEN AIR SWIMMING POOL
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESSE CARRIED
Enjoy Your Leave in Australia and New Zealand. Hong Kong to Sydney—19 Days
FIRST CLASS FARE TO SYDNEY, £78 RETURN
LONDON (via Australia) from £127-15-0.
(Australia Newspapers on file)

STEAMERS	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	4 Sept.	11 Sept.	14 Sept.	30 Sept.
CHANGTAE	9 Oct.	16 Oct.	19 Oct.	4 Nov.
TAIPING	6 Nov.	13 Nov.	16 Nov.	2 Dec.
CHANGTAE	8 Dec.	15 Dec.	18 Dec.	5 Jan.

AUSTRALIAN-ORIENTAL LINE, LIMITED
Sailings subject to alteration without notice.
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Agents, HONG KONG, CHINA & JAPAN.
Telephone 30333.

PRINCE LINE—SILVER LINE

JOINT SERVICE

REGULAR SAILINGS

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BOSTON

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NEW YORK

(via CARE OF GOOD HOPE or PANAMA until further notice)

M.V. "SILVERCYPRESS" ... Aug. 27th, 1936

M.V. "SIAMSE PRINCE" ... Sept. 17th, 1936

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to—

FURNESS (FAR EAST) LTD.

(Incorporated in Great Britain.)

2nd Floor, Hongkong & Shanghai Bank Building.

Telephone: 23185 & 23189.

Telegram: Furnprie.

DOUGLAS STEAMSHIP CO., LTD.



SWATOW-HONGKONG SERVICE.

Sailings

Sundays and Wednesdays at 4 p.m.

S.S. SEISTAN Wednesday, 26th Aug.

SWATOW, AMOY, FOCHOW AND RETURN.

Sailings Tuesdays and Fridays

S.S. HAIYANG Tues. 26th Aug. 3 p.m.

S.S. HAINING Fri. 28th Aug. 4 p.m.

S.S. HAITAN Tues. 1st Sept. 4 p.m.

Subject to alteration without notice.

All Arrivals and Departures from the Company's Wharf (near Blake Pier)

ROUND TRIP TICKETS are issued from HONGKONG TO FOCHOW

(Parade Anchorage) and return by the same steamer at the Reduced Rate of \$100.

(including meals while the steamer is at Coast Ports.)

CANTON-HONGKONG-HOIHOW-PAKHUI.

A Regular Service is maintained by the

S.S. HAIYANG

For Particulars of Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

P. & O. Building.

Tel. Nos. 29237 and 29238

SHIPS IN HARBOUR

WHARVES.

Kowloon—President Cleveland.

Chao Sing and Talma.

Osaka Shosen Kaisha—Hozan

Maru.

Douglas Lapraik—Seistan and

Hai Yang.

Salkong—Tin Seng.

DOCKS.

Kowloon—Bastian and Silver-

larch.

Taikoo—H.M.S. Regent, Atifa,

Anshun, Silvercypress and Asama

Maru.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN

Amoy.

Anshun, B. & S., August 25.

Cremor, J.C.J. Line, August 25.

Hainan, Douglas, August 25.

Hosao Maru, O.S.K., August 26.

Tsinan, B. & S., August 26.

Haining, Douglas, August 26.

Hong Kong Maru, O.S.K., August 30.

Anhui, B. & S., August 31.

Tsinan, B. & S., August 31.

Shantung, B. & S., August 31.

Tjikarang, J.C.J. Line, Sept. 1.

Haitan, Douglas, September 1.

Tajuan, B. & S., September 2.

Tilawa, B.I. (Apar), September 3.

Chefoo.

Suiyang, B. & S., August 25.

Foonching, Jardine's, August 27.

Hoihow, B. & S., August 28.

Tsinan, B. & S., August 30.

Hopsang, Jardine's, Sept. 2.

Nanchang, B. & S., Sept. 2.

Yochow, B. & S., Sept. 4.

Dairen.

Neumark, Johnson's, August 27.

Glenagary, Jardine's, August 31.

Tjikarang, J.C.J. Line, Sept. 1.

Donau, Melchers, September 3.

Tsinan, B. & S., Sept. 4.

Kulmerland, Johnson's, Sept. 9.

Sarpodon, B. & S., Sept. 11.

Saale, Melchers, September 12.

Fochow.

Hainan, Douglas, August 25.

Foonching, Jardine's, August 27.

Haining, Douglas, August 28.

Hoihow, B. & S., August 28.

Haitan, Douglas, September 1.

Hopsang, Jardine's, Sept. 2.

Yochow, B. & S., Sept. 4.

Japan (Direct).

Suisang, Jardine's, August 25.

Yuenang, Jardine's, Sept. 6.

Bokuyo Maru, N.Y.K., September 7.

Izumi, B. & S., September 19.

Kishino Maru, N.Y.K., Sept. 22.

Keelung.

Hosao Maru, O.S.K., August 26.

Suisang, Jardine's, August 25.

Hong Kong Maru, O.S.K., August 30.

Shanghai and Japan.

Pres. Cleveland, Dollar's, August 25.

Benway, Loxley's, August 26.

Neumark, Johnson's, August 27.

Tango Maru, N.Y.K., August 27.

Pres. Jefferson, A.M. Line, August 28.

General Lee, States Co., August 29.

Hosao Maru, N.Y.K., August 30.

Asama Maru, N.Y.K., September 2.

Bhutan, P. & O., September 2.

Dagfred, Johnson's, September 3.

Denau, Melchers, September 3.

Baklin, E. & A., September 3.

Bangor, P. & O., September 3.

Tilawa, B.I. (Apar), September 3.

Emp. of Asia, C.P.S., September 4.

Fusijama, Lloyd Triestino, Sept. 4.

Thesus, B. & S., Sept. 4.

Chenonceaux, Messageries, Sept. 5.

Pres. Coolidge, Dollar's, Sept. 5.

Pyrrhus, B. & S., Sept. 7.

Scharnhorst, Melchers, September 8.

Kulmerland, Johnson's, Sept. 9.

Touraine, Thoresen's, September 9.

Tonking, B. & S., Sept. 10.

Hohar, P. & O., Sept. 11.

Pres. Jackson, A.M. Line, Sept. 11.

Katori Maru, N.Y.K., Sept. 12.

Saale, Melchers, September 12.

Santhia, B.I. (Apar), Sept. 17.

Emp. of Canada, C.P.S., Sept. 18.

Shantung, Gilman's, Sept. 18.

Tai Yang, Dowell's, Sept. 18.

D'Arzac, Messageries, Sept. 19.

Gen. Pershing, States Co., Sept. 19.

Menelaus, B. & S., September 21.

Emp. of Russia, C.P.S., October 2.

Shanghai and Via Ports.

Sandviken, Jardine's, August 25.

Sochow, B. & S., August 25.

Tsinan, B. & S., August 26.

Hoihow, B. & S., August 28.

Daviken, Jardine's, August 30.

Kaying, B. & S., August 30.

Glenagary, Jardine's, August 31.

Shantung, B. & S., August 31.

Tajuan, B. & S., September 2.

Yatsuhing, Jardine's, Sept. 2.

Yochow, B. & S., Sept. 4.

Kingsuan, B. & S., Sept. 6.

Kwaisang, Jardine's, September 8.

Sochow, B. & S., Sept. 8.

Sarpodon, B. & S., Sept. 11.

Swatow.

Anshun, B. & S., August 25.

Cremor, J.C.J. Line, August 25.

Hainan, Douglas, August 25.

Hosao Maru, O.S.K., August 26.

Tsinan, B. & S., August 26.

Haining, Douglas, August 26.

Hong Kong Maru, O.S.K., August 30.

Anhui, B. & S., August 31.

Tsinan, B. & S., August 31.

Shantung, B. & S., August 31.

Tjikarang, J.C.J. Line, Sept. 1.

Haitan, Douglas, September 1.

Tajuan, B. & S., September 2.

Tilawa, B.I. (Apar), September 3.

Chefoo.

Suiyang, B. & S., August 25.

Foonching, Jardine's, August 27.

Hoihow, B. & S., August 28.

Tsinan, B. & S., August 30.

Hopsang, Jardine's, Sept. 2.

Nanchang, B. & S., Sept. 2.

Yochow, B. & S., Sept. 4.

Dairen.

Neumark, Johnson's, August 27.

Glenagary, Jardine's, August 31.

Tjikarang, J.C.J. Line, Sept. 1.

Donau, Melchers, September 3.

Tsinan, B. & S., Sept. 4.

Kulmerland, Johnson's, Sept. 9.

Sarpodon, B. & S., Sept. 11.

Saale, Melchers, September 12.

Fochow.

Hainan, Douglas, August 25.

Foonching, Jardine's, August 27.

Haining, Douglas, August 28.

Hoihow, B. & S., August 28.

Haitan, Douglas, September 1.

Hopsang, Jardine's, Sept. 2.

Yochow, B. & S., Sept. 4.

Japan (Direct).

Suisang, Jardine's, August 25.

Yuenang, Jardine's, Sept. 6.

Bokuyo Maru, N.Y.K., September 7.

Izumi, B. & S., September 19.

Kishino Maru, N.Y.K., Sept. 22.

Keelung.

Hosao Maru, O.S.K., August 26.

Suisang, Jardine's, August 25.

Hong Kong Maru, O.S.K., August 30.

Shanghai and Japan.

Pres. Cleveland, Dollar's, August 25.

Benway, Loxley's, August 26.

Neumark, Johnson's, August 27.

Tango Maru, N.Y.K., August 27.

Pres. Jefferson, A.M. Line, August 28.

General Lee, States Co., August 29.

Hosao Maru, N.Y.K., August 30.

Asama Maru, N.Y.K., September 2.

Bhutan, P. & O., September 2.

Dagfred, Johnson's, September 3.

Denau, Melchers, September 3.

Baklin, E. & A., September 3.

Bangor, P. & O., September 3.

Tilawa, B.I. (Apar), September 3.

Emp. of Asia, C.P.S., September 4.

Fusijama, Lloyd Triestino, Sept. 4.

Thesus, B. & S., Sept. 4.

Chenonceaux, Messageries, Sept. 5.

Pres. Coolidge, Dollar's, Sept. 5.

Pyrrhus, B. & S., Sept. 7.

Scharnhorst, Melchers, September 8.

Kulmerland, Johnson's, Sept. 9.

Touraine, Thoresen's, September 9.

Tonking, B. & S., Sept. 10.

Hohar, P. & O., Sept. 11.

Pres. Jackson, A.M. Line, Sept. 11.

Katori Maru, N.Y.K., Sept. 12.

Saale, Melchers, September 12.

Santhia, B.I. (Apar), Sept. 17.

Emp. of Canada, C.P.S., Sept. 18.

Shantung, Gilman's, Sept. 18.

Tai Yang, Dowell's, Sept. 18.

D'Arzac, Messageries, Sept. 19.

CANADIAN PACIFIC 1937 SAILINGS BOOK EARLY

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
	Leave	Leave	Leave	Leave	Leave	Leave	Arrive
E/Canada	Jan. 26	Jan. 28	Jan. 31	Feb. 2	Feb. 9	Feb. 14	Feb. 27
E/Russia	Feb. 12	Feb. 14	Feb. 18	Feb. 18	Feb. 18	Feb. 27	Feb. 27
E/Japan	Feb. 23	Feb. 25	Feb. 28	Mar. 2	Mar. 13	Mar. 13	Mar. 13
E/Asia	Mar. 10	Mar. 12	Mar. 14	Mar. 16	Mar. 18	Mar. 27	Mar. 27
E/Canada	Mar. 19	Mar. 21	Mar. 24	Mar. 26	Apr. 2	Apr. 7	Apr. 19
E/Russia	Apr. 2	Apr. 4	Apr. 6	Apr. 8	Apr. 10	Apr. 19	Apr. 19
E/Japan	Apr. 16	Apr. 18	Apr. 21	Apr. 23	Apr. 29	May 4	May 4
E/Asia	Apr. 30	May 2	May 4	May 6	May 8	May 17	May 17
E/Canada	May 14	May 16	May 19	May 21	May 28	June 2	June 2
E/Russia	May 28	May 30	June 1	June 3	June 5	June 12	June 12
E/Japan	June 11	June 13	June 16	June 18	June 24	June 29	June 29

NEXT SAILING TO VANCOUVER
EMPERESS OF ASIA
SAILS VIA SHANGHAI & JAPAN
AT NOON, FRIDAY, SEPTEMBER 4th.

TO MANILA
EMPERESS OF ASIA 5 P.M. Aug. 27th.
EMPERESS OF CANADA Sept. 11th.

Full information from your own Agent or

Canadian Pacific
WORLD'S GREATEST TRAVEL SYSTEM
Telephone: Passenger 20752. GACANPAU: Passenger Dept.
Freights 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO. LTD.



SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
ASAMA MARU ... Wednesday, 2nd Sept.
TAIYO MARU ... Friday, 18th Sept.
CHICHIBU MARU ... Wednesday, 30th Sept.

SEATTLE & VANCOUVER.
HIKAWA MARU (Starts from Kobe) Wednesday, 2nd Sept.
HIYE MARU (Starts from Kobe) Saturday, 19th Sept.

NEW YORK via Panama.
† NOSHIO MARU ... Monday, 31st Aug.
† NAKO MARU ... Friday, 11th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BOKUYO MARU ... Monday, 7th Sept.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM
HAKODATE MARU ... Saturday, 29th Aug.
TERUKUNI MARU ... Friday, 11th Sept.
HAKUSAN MARU ... Saturday, 28th Sept.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus and Marseilles
† LYONS MARU ... Tuesday, 10th Sept.

SYDNEY & MELBOURNE via Manila and Ports.
KAMO MARU ... Monday, 31st Aug.
ATSUTA MARU ... Saturday, 28th Sept.

BOMBAY via Singapore, Penang and Colombo.
† TOKIWA MARU ... Friday, 28th Aug.
† MUROBAN MARU ... Saturday, 5th Sept.

CALCUTTA via Singapore, Penang and Rangoon.
† HAKODATE MARU ... Saturday, 28th Aug.
† LISBON MARU ... Monday, 7th Sept.

SHANGHAI, KOBE & YOKOHAMA.
HARUNA MARU ... Saturday, 29th Aug.
KATORI MARU ... Saturday, 12th Sept.
KITANO MARU (Nagasaki direct) Tuesday, 22nd Sept.

† Cargo only.
GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.
Tel. 30291



FRENCH MAIL STEAMERS
(Sailings from Hong Kong):
To SHANGHAI — KOBE.
CHENONCEAUX 5th Sept. 1936.
DARTAGNAN 19th Sept. 1936.
SPHINX 3rd Oct. 1936.
FELIX ROUSSEL 16th Oct. 1936.
JEAN LABORDE 30th Oct. 1936.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.
PRES. DOUMER 8th Sept. 1936.
CHENONCEAUX 22nd Sept. 1936.
DARTAGNAN 6th Oct. 1936.
SPHINX 20th Oct. 1936.
FELIX ROUSSEL 3rd Nov. 1936.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port Said or Djibouti.
For Full Particulars, apply to—
Cte. Des MESSAGERIES MARITIMES,
Telephone 28851, 3, Queen's Building.

Shipping News Daily Statement, Clearances, Ships in Harbour, etc.

CLEARANCES

24TH AUGUST, 1936.

Willandra for Tsingtao
Tai Poo Sek for K. C. Wan
Haidis for Canton
Chao Sing for Kobe
G.G. Paul Doumer for K. C. Wan
Sinkiang for Foochow
Holchow for Canton
Dieke Rickmers for Shanghai
Shun Lee for Tsingtao
Seistan for Swatow
Louise Moller for Canton
Haidler for Bangkok

SHIPPING MOVEMENTS

The Butterfield and Swire's s.s. "Hector" is expected to arrive from Shanghai to-day at 4 p.m.

The R.M.S. "Empress of Asia" arrived at Shanghai on the 24th August (Monday) at 6 a.m., leaves Shanghai on the 25th August (to-day) at 1 a.m., is due at Hong Kong on the 27th August (Thursday) at 7 a.m. and leaves Hong Kong for Manila on the same day at 5 p.m.

The Butterfield and Swire's s.s. "Agamemnon" is expected to arrive from Singapore via Manila on 28th August, 1936, at 5 a.m.

The R.M.S. "Empress of Japan" arrived at Shanghai on the 23rd August (Sunday) at 3 p.m., left Shanghai on the 24th August (Monday) at noon, is due at Kobe on the 26th August (Wednesday) at 8 a.m., leaves Kobe on the same day at 4 p.m., and will leave Yokohama for Honolulu, Victoria and Vancouver on the 28th August (Friday) at 1 p.m.

ADVERTISED SAILING FROM HONG KONG

(Continued from Page 14)

Bangalore, P. & O., September 12.
Pres. Van Buren, Dollar, Sept. 12.
Shirala, B.I. (Apar), Sept. 12.
Alipore, P. & O., September 13.
Chitral, P. & O., Sept. 19.
Aeneas, B. & S., September 22.
Scharnhorst, Melchers, September 25.
Frisco
Lyons Maru, N.Y.K., September 10.
Rajputana, P. & O., September 5.
Chitral, P. & O., Sept. 19.
Sirdhana, B.I. (Apar), August 29.
Shirala, B.I. (Apar), Sept. 12.
Port Said.
Hector, B. & S., August 25.
Pres. Monroe, Dollar, August 26.
Rames, Jensen's, August 29.
Conte Verde, Lloyd Triestino, Aug. 31.
Nagara, Gilman's, September 2.
Rajputana, P. & O., September 5.
Havel, Melchers, September 7.
Pres. Doumer, Messageries, Sept. 8.
Burgeland, Jensen's, September 9.
Menestheus, B. & S., September 9.
Lyons Maru, N.Y.K., September 10.
Bangalore, P. & O., September 12.
Benmohr, Loxley's, September 12.
Pres. Van Buren, Dollar, Sept. 12.
Chitral, P. & O., Sept. 19.
Aeneas, B. & S., September 22.
Neumark, Jensen's, September 25.
Scharnhorst, Melchers, September 25.
Trianon, Thoresen's, September 28.
Port Said.
Nagara, Gilman's, September 2.
Rangoon.

NEWS FROM THE WATERFRONT

Freight and Asiatic Passengers Returns

(BY LONGSHOREMAN).

The freight returns, received from the Harbour Office during the 24 hours ended at 9.00 a.m. yesterday, showed a moderate tonnage movement.

The total tonnage of general cargo carried by vessels to the Colony was 7,081 tons, with British steamers carrying 1,793 tons.

Through cargo for ports beyond the Colony amounted to 8,882 tons, of which 4,721 tons were carried by British steamers.

Asiatic deck passengers entering into the Colony during the 24 hours ended at 9.00 a.m. yesterday were 1,233, of which 699 were from British steamers.

There were altogether fifteen arrivals, of which nine were of British registry, the remainder being of other nationalities, while of the twenty departures, ten were British ships, the rest being of other different countries. Particulars as follows:

Nationality	Ships	Tonnage
British	9	8,514
American	1	2,725
Norwegian	1	119
Japanese	4	6,605
Total	15	15,963

Hai Hing, Thoresen's, August 23.
Hakodate Maru, N.Y.K., August 29.
Lisbon Maru, N.Y.K., Sept. 7.
Sirdhana, B.I. (Apar), August 29.
Shirala, B.I. (Apar), Sept. 12.

Rotterdam.

Hector, B. & S., August 25.
Hakodate Maru, N.Y.K., August 29.
Rames, Jensen's, August 29.
Nagara, Gilman's, September 2.
Scharnhorst, Melchers, September 7.
City of Batavia, Bank Line, Sept. 8.
Burgeland, Jensen's, September 9.
Menestheus, B. & S., September 9.
Grootekerk, J.C.J. Line, Sept. 11.
Bangalore, P. & O., September 12.
Benmohr, Loxley's, September 12.
Australian, E.A. Co., Sept. 13.
Idomenus, Jardine's, Sept. 16.
Aeneas, B. & S., September 22.
Neumark, Jensen's, September 25.
Scharnhorst, Melchers, September 25.
Trianon, Thoresen's, September 28.
Scandinavian and Baltic Ports.
Nagara, Gilman's, September 2.
Trianon, Thoresen's, September 28.

Southampton.

Scharnhorst, Melchers, September 25.
Singapore.
Anshun, B. & S., August 25.
Hector, B. & S., August 25.
Idomenus, Jardine's, August 26.
Hai Hing, Thoresen's, August 29.
Tokio Maru, N.Y.K., August 29.
Bangalore, P. & O., September 12.
Pres. Monroe, Dollar, August 29.
Rames, Jensen's, August 29.
Conte Verde, Lloyd Triestino, Aug. 31.
Sirdhana, B.I. (Apar), August 29.
Havel, Melchers, Lloyd Triestino, Aug. 30.
Anshun, B. & S., August 31.
Nagara, Gilman's, September 2.
Cremor, J.C.J. Line, September 3.
Rajputana, P. & O., September 5.
Havel, Melchers, September 7.
City of Batavia, Bank Line, Sept. 8.
Pres. Doumer, Messageries, Sept. 8.
Burgeland, Jensen's, September 9.
Menestheus, B. & S., September 9.
Lyons Maru, N.Y.K., September 10.
Grootekerk, J.C.J. Line, Sept. 11.
Bangalore, P. & O., September 12.

ARRIVALS

24TH AUGUST, 1936.

Delke Rickmers, German steamers, 3,304 tons, Captain D. Harff, from Hamburg via Manila, Stonecutters—Knuts Albers & Co.
Achilles, British steamer, 7,202 tons, Captain D. E. Nivison, from Singapore, Holt's Wharf.—B. & S.
Pres. Cleveland, American steamer, 8,185 tons, Captain J. J. Cadoogan, from Manila, Kowloon Wharf.—Dollar Line.
Islam, British steamer, 3,617 tons, Captain T. R. Dow, from Amoy, Kowloon Wharf.—J. M. & Co.
Shun Lee, Chinese steamer, 971 tons, Captain K. Sano, from Canton, buoy No. C1.—Kwong Wo Shing.

23RD AUGUST, 1936.

Shun Chih, British steamer, 1,173 tons, Captain W. Lee, from Hon. Khe Bay, Sham Shui Po.—Wo Fat Sing.

Tijkembang, Dutch steamer, 5,028 tons, Captain C. J. van den Watering, from Shanghai via Amoy, buoy No. A7.—J. C. J. Line.

Hai Hing, Chinese steamer, 2,065 tons, Captain C. C. Ma, from Shanghai via Swatow, China Merchant S.N. Co.'s Wharf.—Haidis, British steamer, British steamer, 1,144 tons, Captain A. Hall, from Holchow, Stonecutters.—Wo Fat Sing.

Louise Moller, British steamer, 2,337 tons, Captain Bell, from Chinwangtao, Kowloon Bay—Doddwell & Co.

Chao Sing ex Bright Star, Chinese steamer, 3,399 tons, Captain K. Yoshino, from Manila, Kowloon Wharf.—Wallem & Co.

Kwangtung, British steamer, 1,572 tons, Captain N. Hangle, from Canton, buoy No. B20.—B. & S.

Foo Shing, British steamer, 1,423 tons, Captain R. C. Thompson, from Canton, Kowloon Dock—J. M. & Co.

Holchow, British steamer, 1,623 tons, Captain W. L. Thomas, from Nankin via Shanghai, buoy No. B14.—Butterfield and Swire.

Benmohr, Loxley's, September 12.
Pres. Van Buren, Dollar, Sept. 12.
Shirala, B.I. (Apar), Sept. 12.
Alipore, P. & O., September 13.
Australian, E.A. Co., Sept. 13.
Baxenor, B. & S., September 15.
Idomenus, Jardine's, Sept. 16.
Chitral, P. & O., Sept. 19.
Aeneas, B. & S., September 22.
Neumark, Jensen's, September 25.
Scharnhorst, Melchers, September 25.
Trianon, Thoresen's, September 28.

Suez.

Pres. Monroe, Dollar, August 29.
Nagara, Gilman's, September 2.
Havel, Melchers, September 7.
Pres. Doumer, Messageries, Sept. 8.
Scharnhorst, Melchers, September 25.
Trianon, Thoresen's, September 28.

Tangier.

Rajputana, P. & O., September 5.
Chitral, P. & O., Sept. 19.
Conte Verde, Lloyd Triestino, Aug. 30.
Valencia.

Lyons Maru, N.Y.K., September 10.



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Steamship	Tons	From Hongkong (About)	Destination
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PENINSULAR & ORIENTAL SAILINGS

† RAIPUTANA	17,000	8th Sept.	Bombay, Marseilles & London
† BANGALORE	6,000	15th Sept.	Marseilles, Havre, London, Hull, Hamburg, R'dam, & Antwerp.
† ALIPORE	6,000	13th Sept.	Bombay & Karachi only
CHITRAL	16,000	19th Sept.	Marseilles & London.
† RAIPUTANA	17,000	3rd Oct.	Marseilles & London.
† BHUTAN	6,000	10th Oct.	Marseilles, Havre, London, Hull, Hamburg, R'dam, & Antwerp.
RAWALPINDI	17,000	17th Oct.	Marseilles & London.
† BEHAR	6,000	24th Oct.	Mars. Havre, London, Hull, Hamburg, R'dam, & Antwerp.
† CORFU	14,500	31st Oct.	Bombay, Marseilles & London.
† SOUDAN	6,000	7th Nov.	Mars. Havre, London, Hamburg, R'dam, & Antwerp.
RANCHI	17,000	14th Nov.	Marseilles & London.
CARTHAGE	14,500	21st Nov.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Tangier.
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BRITISH INDIA-APCAR SAILINGS

SIRDHANA	8,000	26th Aug.	Singapore, Port Swettenham, Penang, Rangoon & Calcutta
SHIRALA	8,000	12th Sept.	
† TILAWA	10,000	26th Sept.	
† SATHIA	8,000	10th Oct.	
† A STEAMER	10,000	24th Oct.	

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The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

EASTERN & AUSTRALIAN SAILINGS

TANDA	7,000	4th Sept.	Manila, Rangoon, Brisbane, Sydney, Melbourne & Hobart
NANKIN	7,000	2nd Oct.	
NELLORE	7,000	31st Oct.	

SAILINGS TO SHANGHAI & JAPAN

† BHUTAN	6,000	2nd Sept.	Shanghai & Japan
† NANKIN	7,000	2nd Sept.	do
† TILAWA	10,000	3rd Sept.	Amoy, Shanghai & Japan
† RAIPUTANA	17,000	7th Sept.	Shanghai & Japan
† BEHAR	6,000	11th Sept.	do
† SATHIA	10,000	17th Sept.	Amoy, Shanghai & Japan
RAWALPINDI	17,000	17th Sept.	Shanghai & Japan
† SOUDAN	6,000	29th Sept.	do
CORFU	14,000	1st Oct.	do
NELLORE	7,000	4th Oct.	do
SIRDHANA	8,000	15th Oct.	Amoy, Shanghai & Japan
RANCHI	17,000	16th Oct.	Shanghai & Japan

* Cargo only.

ALL DATES are approximate and subject to alteration without notice.
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